

INTIMATION

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LIMITED.THE
GREAT
POPULARITY
OF

WATSON'S

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VERY OLD LIQUEUR
SCOTCH
WHISKYHAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE
OF
QUALITY.

IT IS A

PURE MALT
WHISKY

OF

GENUINE AGE
AND
FINE MELLOW
FLAVOUR.

PER DOZEN - - - \$15.00.

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS

Hongkong, 25th December, 1907.

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should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dress with communications addressed to the
Editor, not for publication but as evidence of good
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Telegraphic Address: PRESS.

Codes: A.B.C. 5th Ed. Lieber.

P. O. Box, 34. Telephone No. 12.

DEATHS.

On December 28th, 1907, at her residence 13,
RUE DE ANTONIO DA SILVA, the beloved mother
of JAMES SILVA and brothers of Hongkong,
VICTORIA S. CALABRINO SILVA, aged 90 years.—
Jibson, Manila and Shanghai papers please copy.
2038On December 22nd, at Sha Tin, HELEN WIN-
STON OISEN, the wife of John A. Oisen, aged 24
years.HONGKONG OFFICE: 10A, DES VOGES ROAD, C.
LONDON OFFICE: 131, FLEET STREET, F.C.

The Daily Press.

HONGKONG, DECEMBER 30TH, 1907.

IN glancing through the first number of
Mr. JOHN MURRAY's new monthly, *The
International*, a "review of the world's
progress" contributed mainly by writers of
the socialist, idealist, reformer class, we
were arrested by references to China. There
is a short notice of the constitutional move-
ment in China. It notes the various Edicts
issued that seem to promise representative
government, and believes in the promise. The
"abolition of all Manchu feudal
privileges" on Sept. 27th did not persuade
us that "the Manchu dynasty had itself
taken the initiative in restoring equality of
rights." We were sufficiently prejudiced
to suppose that the initiative was very much
like what DAMOCLES might have shown if
he had nervously decided to change his seat
at the banquet of DIONYSIUS SENIOR. Nor
were we minded to attach the same im-
portance to the provincial revolts, which
we have previously attributed more to empty
stomachs than to overcharged intellects.
Still, we would be the last to deny that
there have been, and still are, evidences of
political ferment throughout the Empire,
but the anonymous correspondent of *The*

International himself gives the clue to the
explanation, in his reference to the radically
disposed students returning from abroad.
This class "shows the same enthusiasm as
it did in Europe at the great crises of the
last century." To be sure it does. It
always will. It is the perennial, the eternal
source of that divine or devilish discontent
that saves the world from stagnation.
Youth and its young heart, its desire for
something better, born of its fresh and
startled perception of the flies in the amber
of life, of the spots on the sun of society, is
eternal, universal. One generation after
another loses youth, it is true; but the
dreams, the "long, long thoughts," abide,
and return provisionally to the problems of
existence. Even in China, where it has
been strongly repressed by the CANDID-
like conviction that the Middle Kingdom
was blessed with the best of all possible
communal systems, it has always been there,
only we (foreigners) have not had such
opportunities of recognising it as elsewhere.
It will always be there, and everywhere
else, even if all the reformers of the present
generation were to be allowed their own
way. There are, however, other things,
tending to conservatism and equipage, that
Phoenix-like persist. One shall be men-
tioned after a quotation or two. The article
so far quoted concludes:

It follows from the nature of the existing
constitution of China (which is governed by
mandarins, often of the poorest extraction;
selected by graduated examinations) that these
students, the greatest influence on public opinion
and the machinery; therefore their admission to
the constitutional movement assures its ultimate
victory.

It is to be noted that China has now no
hereditary aristocracy, her organization being,
indeed, essentially democratic; her order-loving,
relatively well-to-do peasants and townsmen,
interested by the possession of property, in a
good administration of the State, will pro-
vide themselves conscientious electors to the proposed
parliament and form an excellent basis for a
constitutional régime.

Those passages were apparently the text
for the other article, by the editor, Dr.
RODOLPHE BRODA, whose knowledge of
China must have been got in a library.
That is not a sneer, please. We admire and
sympathise with his point of view, especially
the neatness with which he insinuates that
"it were presumptuous on the part of us
Westerners to take it for granted that every
departure China may make from established
principles must mean progress." My
Westerners are just so presumptuous; who
at the same time are driven to frenzy by the
belief that reformers elsewhere, whom they
denounce as faddists and dreamers, regard
all change as necessarily progress. GLENN
was inexact in saying that every Briton is
born a little Liberal or a little Conservative.
He might have adopted a quaint phrase
familiar in local lingo, and have said "and
or," for most of us are Liberal and even
Radical toward our own proposals, and
Conservative toward those of others. Dr.
Broda goes on to say that

China has only been able to maintain her
constitution unchanged for ages on account of
its infinite superiority over that of her neigh-
bours. China has been and still is, *Asia's sole*
Democracy, a commonwealth based on the free-
labour of her industrious citizens and of her
peasants, who own the plots they till. The
Middle Kingdom knows no hereditary
aristocracy, and for thousands of years political
power and influence in imperial circles has been
vested in the class of the Mandarins—men
chosen from the broad ranks of the people by
competitive examination, ensuring the selection
of the most learned, if not the best. It is
noteworthy that more than a century before
Plato enunciated his theory of the perfect state,
governed by an aristocracy of the wise, the same
actual practice by Confucius. It was but
yesterday that Augustus Comte rediscovered the
principles of positivism which China's great
philosopher-statesman gave to his country 2,400
years ago. The intellectual classes of China
are free from all superstition; they hold no
dogmatic faith, and its place is taken by a system
of independent ethics based on humanitarian
principles.

That extract should startle foreigners,
especially those resident on the China coast.
The picture of a vast empire with all its
peasants tilling only for themselves, with
nothing like an hereditary aristocracy to
harass them, and all its officials meritorious
men, "the most learned, if not the best,"
brings us to the other human attribute that,
like the enthusiasm of youth, dieth not. It
is a humiliating, possibly repulsive, reflection
that the product of the mills of the gods.
(of Time) comes out "exceeding small." Impulsive youth, aggressive to translate its
ideals into facts, is admittedly a prettier
figure than discouraged, resigned age, a live
to limitations, too wise to kick against the
pricks. The salvation of mankind rests in
the fact that both have their innings, each
end of life's seesaw ascending with the
regularity that makes history so digestible,
grateful, and comforting a study. It may
be that the adhesion of the present genera-
tion of Chinese students to the constitutional
movement "assures its ultimate victory,"
but will they adhere? If they had always
adhered, this world would perhaps have
been a Utopia now. The most of them
don't. Ideals fade with the years, and the
Chinese official, however he began, has as a

rule ended with an eye to the main chance.
Those who adhere find themselves in a
minority, and end as ineffective pedants in
some remote garden. This is, broadly
speaking, true of all other countries as well
as of China. Except ideally, theoretically
(and that we may admit) China's constitu-
tion has never been able to boast "infinite
superiority." No other has, either. Except
in the fanciful imaginings of beautiful
dreamers, there never was a community
that knew not hunger and worry, hardship
and oppression, in some degree. Certainly
the Chinese have had their share. In our
last we pointed out that for the success of
her military reform China needs to cultivate
morale. The same faced faces her before
constitutional reform can come to pass,
meaning thereby real, not paper, reform.
Philosophically, we Westerners are lagging
far behind China's civilization, especially
where its intellectual contempt of soldiering
has been concerned. War is silly; there is
no doubt of it; but peering a miraculous
alteration of human nature, it continues to
be necessary. Metaphysicians tell us in
their funny paradoxical way that evil is
necessary to the maintenance of good, and
war is a practical necessity. China in her
palmiest intellectual days has always main-
tained soldiers, even while scorning them.
China's constitution was never, even theo-
retically, infinitely superior to that with
which the great American Republic began
its existence. Its rapacious Mandarins
were not an "hereditary aristocracy," nor
were the "bosses" of the American cities,
and we see little to choose between their
behaviour and that of the tyrants of feudal
England. Dr. Broda says its very ex-
cellence was the drawback of China's
philosophy. "The Chinaman thought his
system embodied actual perfection; there
was, in consequence, an arrest of progress,
a contempt for the onward march of other
civilizations." But where, please, do we
find evidence of this "progress" of this
"onward march"? What nation has
arrived, and where? Why should there
not be "an arrest of progress," when we
reach "actual perfection"? It is wickedly
pessimistic to point out that we fuss unduly,
that we progress only in a circle; the
cynical philosophy of "qui bono?" is held
to be immoral, as tending to deter the
progressive spirit. It isn't really. Nothing
can do that: nothing can kill the immortal
Phoenix. We have shown that youth will
have its day, its recurrent days. To it the
sunrise will always be a novelty; always
its "discovery" of both hemispheres of
life's rotundity provides it with the "con-
solation of Columbus; always it will yell
"Eureka," and try to set the Thames on
fire. The Utopians are merely folk whose
brains have grown more slowly than their
bodies; the latest reformer is the most
intellectually youthful. Writing for older
heads, we can do no more than remind
ourselves that it is possible to take them too
seriously. Before we undertake to review
"the world's progress," let us feel sure that
it is progressing.

The French Mail of the 26 November was
delivered in London on the 24 inst.

The Postmaster-General notifies that on and
after January 1st direct money orders may be
obtained, payable in Sarawak.

On Monday afternoon His Excellency the
Governor and Lady Lugard visited the
"Bethesda, Ho Ma Ling and Alice Memorial
Maternity Hospitals.

The Gazette notifies that the Police Magis-
trates' Department is excluded from the operation
of the Public Holidays Ordinance, 1876 on
Thursday, January 2nd.

The name of G. D. E. Black, Doctor of
Medicine of the University of Toronto, has been
added to the register of medical and surgical
practitioners qualified to practise in this Colony.

His Excellency the Governor has been pleased
to appoint the Rev. F. T. Johnson to be a
chaplain of prisons; and Mr. E. Balphs, senior,
assistant master, to be normal master of Queen's
College with effect from January 1st.

A Glasgow correspondent says that the Clyde
shipyard and engineering trades have decided
to combine for defensive purposes in the event
of the masters agreeing on a reduction in wages.
The decision carries with it the important
determination that if one trade should be singled
out the whole of the other branches will come
to the assistance of the attacked trade, and
bring about a complete stoppage. Three Scotch
steel works have been laid idle for want of orders.

I. L. Rocha, an interpreter in the Sanitary
Board, was presented by Chief Detective
Inspector Hanson at the Police Court on
Saturday for accepting bribes amounting
to about \$8. It was the duty of the de-
fendant to see to the limewashing of houses,
and the allegation that he had been accepting
small bribes from owners or tenants of houses
he inspected came to the knowledge of the
department. Inquiries were then instituted,
and a number of people who are alleged to have
given bribes furnished information which led
to the defendant's arrest. He pleaded not
guilty, and Mr. Gompertz remanded the case
until Friday, fixing bail at \$150.

Because he was the houseboy of Mr. R. H. A.
Craig, the resident superintendent of Victoria
Jail, Tsang Chung thought he was entitled to
free admission to the theatre. He went to the
Taiping Theatre on Friday night and sought
admission on the strength of his position. This
was denied him, and as he continued to persist
and annoy the attendants the police were called,
and Tsang was informed that he must pay to
enter. He did so, but decided to take his
money's worth out of the ticket collector.
While that individual was tearing a piece off
his ticket Tsang dealt him a blow on the stomach.
After this the offender was arrested, and at the
Police Court on Saturday Mr. Gompertz ordered
him to pay a fine of \$10 or go to jail for one
month.

The career of the British and Japanese
Finances Corporation has been the reverse of
fortunate, says a correspondent, the report for
the year ended September 3 last states that
although offers of business have been made to
the company during the period under review
they were not of a nature to yield a satisfactory
profit. Up to the wind-up therefore, no business
had resulted. The available funds, for the most
part, remained as a short loan on the Stock
Exchange against high-class securities. As the
inertia of the Stock Exchange and the condition
of the world's money markets make public issues
practically impossible at present, a majority
of the shareholders decided that the company
should be liquidated. It is satisfactory to know
that the funds of the Company are sufficient to
return about £1 4s. 9d. on each Ordinary
share £1 5s. paid. A first distribution of £1
4s. on each Ordinary share was to be made
on December 13.

Pollard's Lilliputians continue to please
Hongkong. The audience on Saturday night,
at "In Town," applauded from start to finish.
The Heintz little boys bore the chief triumphs
that evening.

To-night the children begin a three night
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a special pantomime, "Mother Goose."

THE THEATRE.

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"LOVE IN LOTUS LAND."

There was a large attendance at the Catholic
Union on Saturday night when members staged
"Love in Lotus Land," a burlesque which
"pleased by novelty in spite of sense." There
were many humorous incidents in the piece, and
these the players made the most of, the successful
manner in which each man covered his part
indicating long and continued practice. The
enthusiasm of the audience was unbounded, and
no doubt gave the performers greater confidence
in themselves and added to the success of the
play. First and foremost among the amateurs
ranks Mr. F. Costa Ribeiro, who in the
character of "Li," a Chinese adventurer, kept
the audience in fits of laughter from the
rising until the falling of the curtain. His
jokes were fresh and local, and his pigeon
English good. Another difficult part was in
the hands of Mr. Hyndman who represented
"Yau Hoi," the only daughter of the mandarin,
Wu Chow. His impersonation of a young lady
was excellent, but the audience would have been
better pleased with a little less of his strained
falsetto voice. Others taking part in the
burlesque acted their parts well, a willing
combination scoring a success in the first night's
performance. The cast is as under:—

Sir William Burton "Foreign Adviser to the
"Lan Pak Hong" Court" Mr. F. Read
Lieft
Captain Roberts of the "3rd Haska" Light
Brigade Mr. H. H. Remetice
Miss "Nancy" Maid to Sir William's daughter" Miss
"Chasley" Alves
Wu Chow "Lan Pak Hong's G.O.M." Mr. C.
H. Oumund
The Lady Ka garo "a distant" relative of
Wu Chow" Miss "Luiza" D'Aguino

Pak Lan Fa "Miss 'Emilia' Barradas
Mun Quai Fa "Miss 'extradited' Alonpo
Mau Tan Fa "Miss 'Sophia' Barradas
To Mei Fa "Miss 'Henriette' Tavaras
Fu Yung Fa "Miss 'Marie' Gardner
Yut Kai Fa "Miss 'Olga' Tavaras

Chow Fa "Mr. Geo. Oumund
Lau Fa "Mr. E. Oumund
Mama "Mr. A. Baptista
Lau Si "Mr. J. Costa Ribeiro

Ko Fan Sergeant of "Wu Chow's Own" Mr.
D. Prestage
Yan Hoi "Wu Chow's only daughter" Miss
"Julia" Hyndman

Ho Hop "The son of a colleague of Wu Chow"
Mr. H. Hyndman
Lis "An Adventurer" Mr. F. Costa Ribeiro.

KAISER AND SHIPPING.

The following telegram, dated Highcliffe
Castle, was received by the President of the
Society of Shipbuilders in annual conference
at Berlin:

To His Royal Highness the Grand Duke
Oldenburg: "Technical High School, Charlotten-
burg," big year Royal Highness to accept
my sincere thanks for the telegram just re-
ceived. At the same time, I beg your Royal
Highness to inform the Society of Ship-
builders how greatly pleased I am at the
award of a gold medal in which I see an
honourable recognition of my interest and my
efforts in the region of the technique of ship-
building. In this connection I cannot but
declare that I see in the society which stands
under the direction of your Royal Highness a
powerful lever for the promotion of ship and
engine building, and that I have ever felt
grateful for the stimulus which I have received
at the sittings of the society. All the more, I
regret not to be able to be present this time.—
With my Imperial greeting to the Society of
Shipbuilders, I am, your Royal Highness's
WILHELM R.I.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Kago Maru* (American Line)
left Shanghai for this port on the 26th inst.,
and is expected here to-day.

The N.Y.K. str. *Kagoshima Maru* (American
Line) left Shanghai for this port on the 24th
inst., and is expected here to-day.

The I.G.M. str. *Prinz Sigismund* which left
here on the 26th inst., arrived at Sydney on
Thursday the 26th inst.

The Boston str. *Tremont* sailed from Yoko-
hama for the Pacific Coast on the 24th inst.

TELEGRAMS.

[REUTERS'S SERVICE.]

PERSIA.

LONDON, December 26th.
Reuter's agency in Teheran wires that the
people are not reassured by the declaration
recently issued by the Shah promising to
observe the Constitution. They are wishing
for a practical fulfilment of the Shah's
promises. Only a few shops are open, armed
parties are re-assembling and random firing
is taking place.

BANK FAILURE IN THE UNITED STATES.

LONDON, December 26th.
The Memphis Savings Bank has closed,
Deposits \$2,000,000.

THE AMERICAN BATTLESHIP CRUISE.

LONDON, December 26th.
Washington reports the resignation of
Rear Admiral Brownson, Chief of the
Bureau of Navigation. The resignation is
commented on in connection with the recent
criticisms on the efficiency of the fleet.

PORTUGAL.

LONDON, December 26th.
A Lisbon decree fixes 5th April as the
date for the Parliamentary elections.

ANTI-MILITARISM IN FRANCE.

LONDON, December 26th.
The anti-militarist Harve has been sen-
tenced to a year's imprisonment and a fine
of 3,000 francs, for libelling and insulting
the army and the navy; and M. Merle, the
manager of the *Guerre Sociale* together with
M. Almerede, a member of the staff, have
been sentenced to 5 years' imprisonment
and a fine of 3,000 francs.

CHARITABLE BEQUEST.

LONDON, December 26th.
The Baroness Adolph de Rothschild be-
queathed £400,000 to charities, in which
Jewish institutions in Paris benefit to a
large extent.

RAILWAY EMPLOYMENT.

LONDON, December 26th.
The Midland Railway announces the
establishment of a six day week for their
employees with an extra payment for Sunday
duty.

PERSIA, GREAT BRITAIN AND CHINA.

LONDON, December 27th.
The Times correspondent in St. Petersburg
says that the leading journals unanimously
approve of the Anglo-Russian pacificatory
mission in Persia, and record with satis-
faction the ensuing improvement of relations
between the Shah and Mejlis. A hope is
expressed that a durable understanding will
be reached.

THE COLLINERS STRIKE AT PORT SAID.

LONDON, December 27th.
Lloyds Agent at Port Said wires that in
consequence of the strike the harbour is
blocked with colliers, and colliers arriving
after the 26th instant are obliged to anchor
off the port. A conference between the coal
merchants and the strikers has proved abortive,
the latter insisting on an increase of
5d. per ton of coal landed or shipped.
Nearly 100,000 tons are awaiting discharge.

ROYAL BETHROTHAL.

LONDON, December 27th.
Princess Beatrice, daughter of the Duke
of Edinburgh is betrothed to Prince
Alfonso of Bourbon.

CANADA AND JAPAN.

LONDON, December 27th.
Ottawa reports that the Consul General
has left for Tokyo. It is believed that he
has been recalled in connection with the
Immigration question.

THOUGHTS ON BUSINESS.

Everything must give way to the "rush
job."—The loss of time, energy, temper, and
money that a "rush job" causes is often greater
than any one realises. And the work is often
put through its course at such a rate that pro-
per attention cannot be given to it.

Why is it a "rush job"? More often than
not it is because some one has fallen asleep at
the switch until the train is bearing down upon
him, and then, half awakened, he is tugging
furiously at the lever to throw the switch in
time. It is true that he can point to the train
coming and demand immediate help and get it
for no one likes to see a wreck. But it would
have been better to have awakened a little sooner.
Whenever I see a "rush job" I cannot help
wondering how long it has lain idle in some
pigeon-hole waiting for the spirit to move.

There are, of course, instances where a "rush
job" is not the result of neglect, but is a matter
of importance that cannot be delayed. The
Government printers once put through a book
of three hundred pages in fourteen hours—a
report needed at a meeting of Parliament—to
handle such a job satisfactorily is a splendid
achievement, worthy of the energy and
enthusiasm and executive ability it requires.
Some men fairly revel in such work. But
working to make up time that has been
carelessly lost is a different story.

LOCAL SPORT.

CRICKET.

CIVIL SERVICE V. M. DOLLSLEY.
Played at Happy Valley on Saturday, this
match ended in a win for the Civil Service by
42 runs. Scores and analyses are:—

Civil Service.—First innings.	
P. T. Lambie, b Sharpe	0
F. A. Bideau, b Barton, b Sharpe	9
H. E. Phelps, c Clegg, b Thompson	53
R. Widdell, b Barton	3
H. T. Jackson, b Barton	17
P. R. Adams, c Miles, b Barton	0
S. W. Dawson, c Clegg, b Thompson	3
A. Pile, b Barton	4
L. E. Brett, not out	4
G. Hoggarth, c Bedford, b Barton	0
L. Bacon, b Barton	3
Extras	10
Total	112

Middlesex.	
Major Stephenson, b Widdell	1
Capt. Thompson, c and b Brett	39
D. Roberts, b Brett	2
Sergeant Harford, b Brett	1
P. Barton, c Pile, b Widdell	15
Capt. Miller, c and b Widdell	6
Cpl. Sharpe, b Brett	0
Lieut. Macdonald, c Phelps, b Brett	0
Pte. Glegg, run out	0
Pte. Miles, not out	9
Lt. Hoggarth, c Lambie, b Brett	4
Extras	2
Total	79

BOWLING ANALYSIS.	
Civil Service.	
Sharpe	8 — 30 — 2
Barton	10.3 — 8 — 20 — 6
Glegg	4 — 4 — 22 — 2
Capt. Thompson	5 — 29 — 2
Middlesex.	
Widdell	10.3 — 2 — 23 — 3
Brett	10.3 — 2 — 45 — 6

FOOTBALL.

N.M.S. "KING ALFRED" V. ROYAL ARTILLERY.
Notwithstanding the unfavourable condition
of ground and weather on Saturday, an excellent
match was witnessed between these teams, and
the sailors thoroughly deserved their win! The
players were:—

"King Alfred": Witham; Aldridge and Gale;
Cameron and Coquhoun; Evans, Steele,
Fleming, Hunt and Campbell.
Royal Artillery: Owen; Evans and Hughes;
Weaver, Karriok and Waters; Chapman, Nash,
Macfarlane, Bellis and Hamilton.

Play was fast from the beginning both teams
defending and attacking alternately and playing
well together. On each side backs and keepers
were staunch, and although there were several
attempts at goal the first half closed without
score. In the first part of the second moiety
both nets were again well defended, and it
appeared as though the match would conclude
without score. In the final stages, however,
the combined attack of the sailor forwards twice
demoralised the soldiers' defence, and twice
Fleming was successful in netting.
Final: "King Alfred" 2 goals; Royal
Artillery, 0.

PEDESTRIANISM.

The walking competition promoted by the
Lusitano Football Club was held yesterday
morning over a course about ten miles in length.
At the starting post, Bressy Point, 40 starters
were despatched 38 of whom ended up at the
winning post in front of the Italian Convent
gate. The pedestrians started at 2 3/4 seconds
after nine o'clock and the first man home was
Mr. J. A. S. Alves, who reached the Convent at
2 1/2 seconds after eleven, having negotiated the
distance in 1 hour 39 minutes. Mr. F. M. Graça
Oxorio was second, finishing at seven seconds
after eleven, while half a second later Mr. A. M.
Naves passed the winning post, thus securing a
good third position.

In the team competition the four men
captained by Mr. J. A. S. Alves were the
winners, Alves, as previously stated, being the
first man in. A. Remedios was ninth past the
post, J. Castro eleventh and J. Graça 36th.

HONGKONG CORINTHIAN YACHT CLUB.

The handicaps of the H.K.C.Y.C. yester-
day raced for a cup presented by Mr. Withers
over a course from the Club House, Kowloon
Rocks, around Ly-moon Beacon, starboard, East
Rock starboard and back to the beacon, finishing
at the Club house. The "Dorothy" was first
over the line, and led the way to the finish.
"Iris" displaced "Carina" near the beacon on
the second round, and took second place, with
"Doreen" fourth. The "Era" and "Tremora"
gave up. The wind was very fresh in the bay.

KEEP THE NAVY READY!

LORD C. BERSFORD OF FIRST LINE.
"It is your business and it is our business,
to have our Navy in such a state that it is
impossible, and that if any country does provoke
war our sense of security and practical state of
preparation will pulverize that country if
dared to molest us."

With this declaration Lord Charles Bersford,
Commander-in-Chief of the Channel Fleet,
concluded a speech on the necessity of naval
preparedness at the Salter's Hall, Lord Charles
received the honorary freedom of the Salter's
Company, and the speech was made at a banquet
after the ceremony.

Lord Charles said he joined the Navy in 1859,
and he remembered that when he climbed up
out of a wherry into an old ship the boatman's
mate said: "That poor little beggar ain't long
for this world."

"Things are very much altered now," he said,
"both as regards the vessels and their guns and
as regards the methods employed. The mani-
pulation of the present ships and guns requires
more nerve practice, and care than that of the
old vessels, but the men have the same pluck,
the same ideas of bravery, and the same respect
and discipline as ever they had."

"There is an idea that the days of sea-
manship have passed because we have not the
old masts and sails. It is nothing of the
sort. Just as great decision, readiness, re-
source, and determination are required. More
nerve is required because there is higher tension.
Success

EVOLUTION OF HONGKONG.

[Written for the Hongkong Daily Press.]

(Continued from last Monday)

XIV.

It is no intention of ours to write a history of the colony, so we shall pass over Sir Geo. Bonham's term, merely remarking that as an old colonial administrator he endeavored to restore its financial equilibrium, and introduced many reforms; with China he had little to do. One object of his was, however, to encourage the Chinese settlers to become true residents. With this object and acting on colonial precedent, he granted British registry and British flags to old residents of standing irrespective of former nationality. Under his immediate successor, Sir John Bowring, widely known as a philosophic radical and as such committed to a thorough peace policy, this action formed the basis of the second Chinese War.

A new Viceroy and Imperial Commissioner had been sent to Canton, as self-opinionated and as ignorant as Lin who brought on the first war with England. His name was Yeh Mingheng, and his particular duty was to "exterminate" the Taiping rebels, then at the summit of their power in the Kwang provinces. Much of the fighting took place on the mainland immediately opposite Hongkong, Kowling having been several times taken and retaken by one or other, and the rebels, who in concert with the coast pirates had managed to collect a fleet, even attempted to make the harbour their battle ground. Sir John Bowring's orders were to preserve a strict neutrality, a role perfectly in accord with his own predilections as a former president of the Peace Society; and this naturally did not please either side, and more especially Yeh, whose heart was bent on placing the Foreigner in his proper position as a humble servant.

When therefore Sir John Bowring hinted to him, that he might be of use in freeing Canton from the presence of the rebels just then preparing to assault the city, Yeh did not condescend to notice the communication. This did not prevent him subsequently, when the Taiping fleet was blockading the Canton river, and had defeated Yeh's ships, from crying out for help. Sir John Bowring, not desiring to see Canton destroyed, and the trade of the port temporarily at least, ruined, concerted measures with the Admiral, and a British fleet was sent up; the Taiping leaders not caring to face a new enemy retired, and Yeh, finding himself free, became once more as intractable as ever.

With his limited knowledge he could not understand how a man who wrote his surname in advance of his personal appellation, and wore a pigtail could be other than a Chinese subject. His own government had seized a lore he from Chinese pirates on the coast, had condemned and sold her. A Chinese resident of Hongkong, and a Crown Lessee of the Colony, had bought her in the open market, taken her to Hongkong, applied for a British register, and in due time in regular order obtained it. The vessel was in due course employed in coasting and there was no complaint against her. She was commanded by an English Captain, though her crew was astorically was Chinese.

Happening to go to Canton in the regular course of trade in October 1856, without reference to the British Consul who happened to be Sir Harry, then Mr. Parkes, by the Viceroy's orders the crew were seized and taken in chains into the city, on the charge that they were "in collusion" with barbarians. Parkes sent in a request requiring their surrender for trial in his Consular Court, which by treaty he was authorised to demand, and which was refused. The facts have never been disputed on either side. The matter was of the greatest importance to Hongkong, as the yielding of the point before the threats of Yeh would have been equivalent to handing over the Colony to the tender mercies of the Viceroy of the Two Kwangs for the time being. It had been the persistent aim of the Canton government ever since the cession of Hongkong to isolate the colony, and prevent the access of Chinese traders. Kiating, an able diplomatist who knew his own mind and took in the situation, had persuaded Sir Henry Pottinger to accept a clause in the Supplementary Treaty skillfully designed for this special purpose, and for many years the colony for all purposes of trade was a practical nullity. Circumstances beyond the control of either the Chinese Government or the successive governors of Hongkong were bringing about the resurrection of the colony; and it was to thwart these that Viceroy Yeh made his last attempt to restore the dependency of British trade and British traders on the local authorities of Canton. Yeh, however, was a bungler beside his predecessor Kiating, and failed as miserably as his prototype Lin.

Two days after the outrage Sir John Bowring demanded the surrender of the crew and an apology; Yeh, thinking this a joke took no notice, then a junk was seized with like result; then Sir John threatened war, when the men were quietly sent back. Sir John had other ideas to settle, so Sir Michael Seymour, the Admiral on the station, stepped in, and shelled his Yamen: Yeh removed out of reach. Then a few forts were knocked about, but Yeh's officers had told him they could secure the city against all the force the Admiral could bring, and Admiral Seymour finding this the case contented himself with blockading the river till reinforcements should arrive. Naturally the mob and Yeh, considered this a victory, and burnt down the factories, and expelled the foreign residents, and here the advantage of Hongkong came in.

But Yeh in his ignorant and uncivilized way did a great deal more: the English, he knew, were but a small people in numbers, though formidable when permitted to act together; he would destroy them in detail. Accordingly great posters appeared exciting the populace against these nefarious English, and offering rewards for their capture, or their heads; it was open and the same. The principal bakery in

Hongkong was included in the scheme, and a grand plan concocted of poisoning the entire community in a batch: it was but partially successful, as no one died at once, but several felt the effects for years afterwards. Yeh was a past master in these arts; he had tried them on with the Taipings within his jurisdiction and established for a time a reign of terror, without much effect it is true, for the rebels after they had destroyed everything that fell into their hands went north to repeat their ravages in the uncharted lands of Kiangnan and the Hukwang.

When the news of these things arrived in England it was received in various ways. Sensible men saw that it was time these barbarities should be put an end to once and for all, amongst these was Lord Palmerston, at the time prime minister, who at once without waiting for Parliament made preparations for sending out reinforcements to the fleet, as well as a land army. He appointed too a plenipotentiary, seeing that things were not going on well at Hongkong and that a change was advisable. Unluckily his choice fell on a more dilettante, Lord Elgin. Lord Elgin left England in April 1857, and on his way had the opportunity of doing the one thing for doing which his memory will long be blessed. A vessel despatched in haste to intercept him from India, where a serious mutiny had broken out, succeeded in finding him. Lord Elgin, thinking that under the circumstances China could wait, ordered the troops on the way to proceed instantly to India: they arrived in the nick of time to save our army in India from destruction, and lent valuable aid in suppressing the Mutiny.

Meanwhile reinforcements had arrived for the navy in China, and a sort of a skirmishing war went on about Canton, which had a good effect in showing the fire-eaters amongst the defenders how little they could do, and so far prepared the way for the coming war.

(To be continued next Monday)

MISCELLANEOUS JAPANESE EXPORTS.

MATERIAL ADVANCE.

The export of sundry goods, many of which are included under the general though incorrect term "curios," has been showing a remarkable increase of late. During the last ten years the export of these goods has trebled in value; that is, it has increased from 30 to 90 million yen. During the same interval the total amount of exports has increased from 163 to 423 million yen, showing an increase of 260 per cent. The percentage of the export of miscellaneous goods as against other goods has advanced from 18.1 to 21.3, while that of the latter has proportionately fallen off from 81.9 to 78.7. The export of this class of goods has for some years formed an important item in Japan's export trade, and the business is making steady progress, as will be seen from the following table:—

Year	Total Exports	Percentage
1897	¥163,135,000	29.45%
1898	165,765,000	31.07%
1899	214,925,000	32.46%
1900	204,360,000	37.28%
1901	251,345,000	41.71%
1902	258,303,000	43.31%
1903	289,502,000	48.17%
1904	319,280,000	57.94%
1905	321,533,000	66.63%
1906	423,754,000	69.69%

Classifying last year's exports, it will be seen that raw silk, coal, copper, rice, cutlery, seaweed, vegetable wax, and other natural products roughly represent a value of 200 million yen; while the manufactured and partly-manufactured goods, or those subjected to certain processes before being exported, which include cotton yarn, cotton fabrics, habutai, kakoi, tea and camphor, are responsible for 106 million yen, the remaining 100 millions being taken up by miscellaneous goods.

The Tokyo Keizai, writing with reference to this subject, points out that the peculiar economic system of the country and the cheap labour available are largely instrumental in bringing about the present progress of the export trade. It is a peculiar feature of the economic system in the Japanese urban and rural districts that men and women can afford, besides their regular occupation to devote their spare time to some subsidiary work or other. And this peculiar opportunity is fully taken advantage of by the people in the cities as well as in the villages, with the result that the country has now developed a strong army of manual workers who, by their contribution towards productive work either permanently or temporarily, have been largely instrumental in bringing about the present prosperity of the export trade. A cheap and plentiful supply of labour is thus always available in all kinds of manual work. The development of the raw silk industry, its successful competition with French and Italian rivals, and that of the cotton yarn and cotton fabric trade, may in a large measure be attributed to this cause. The appended list will show the extent to which the export of some classes of miscellaneous goods has advanced during the last ten years:

Year	Value	Percentage
1897	¥5,641,992	10.91%
1898	62,737	1.02%
1899	245,565	10.02%
1900	245,203	11.93%
1901	84,753	14.57%
1902	94,112	16.67%
1903	35,677	1.02%
1904	245,006	2.73%
1905	1,093,457	3.42%
1906	1,810,355	4.32%

As shown above, the value of household furniture, clocks, wearing apparel, and glass exported has made a ten-fold increase since the decade under review, while toys, brushes, and other goods show a 3 to 5-fold increase. In the case of brushes the materials are imported from America, and after manufacture they are again exported to New York, paying a heavy duty there, and even to London. Most of the materials for clocks and furniture are also imported from abroad. The reason that Japan is succeeding in the export of these goods is largely due to the cheapness of her labour. And as the peculiar system of manual work amongst the Japanese people is founded on a very secure basis, our contemporary thinks that not only will it be strengthened by the spread of productive works on a larger and cyst matter scale but it will become more and more extended materially help the growth of the export trade in the future. Much, however, must depend on a continuance of present conditions, and we doubt if there are as stable as our contemporary appears to believe.—Japan Chronicle.

THE ROYAL COMMISSION ON SHIPPING RINGS.

LEADING TIN COMPANY COMPLAINS OF HIGH RATES.

The Royal Commission on Shipping Rings resumed its sitting on November 12th, the Rt. Hon. A. Cohen, K.C., presiding. It was the first public sitting of the Commission since July 23 last, when the proceedings were adjourned to enable a Sub-Committee to visit South Africa.

Mr. Charles McArthur, managing director of the Straits Trading Company, Limited, of Singapore, gave evidence as to the effect of shipping rings on the trade of the Federated Malay States and the Straits Settlements. Witness attended as the representative of both the miners and the company. He stated that of the 58,000 tons of tin exported yearly from the Straits Settlements some 41,000 tons, which was about one-half of the world's supply, went to Europe. The Straits Trading Company's business was the purchase and dressing of tin ore in the tin-producing countries of the East. They smelted the ore in their works at Singapore and Penang and sold the tin to merchants in both these places. As they were not shippers of their own product neither the miners nor the Straits Trading Company were able to bring direct pressure upon the shipping rings, and the Malay States Mining Association had as of the company to co-operate with them in bringing their grievance before the Royal Commission.

Witness, continuing, said the miners contended that any freight charge in excess of 10s. was an unfair tax on the industry. At the rates paid since July, 1898 (25s. to 32s. 6d. per ton), from £43,000 to £65,000 per annum had been improperly diverted in this way from the development of the industry. He did not consider it unreasonable that shippers should combine to prevent undue competition among themselves for cargo at uncompetitive rates. The Ring, however, went much further than that. By the abuse of their power they fixed their rates of freight for tin, without relation to service rendered, but solely with regard to their ideas of what the tin industry could be made to contribute.

Mr. McArthur proceeded to review the course of freight rates for tin. Up to the end of 1896 the rates, he said, were regulated entirely by the laws of supply and demand. The rates in London had then fluctuated between 3s. and 11s. per ton of 20 cwt. Anything over 5s. a ton was paid during occasional periods of temporary scarcity of tonnage, and he thought he was well within the mark in saying that at least 75 per cent of the tin shipped to London had paid only 5s. per ton. This applied to Singapore shipments only. The Penang rates were usually 2s. 6d. more. The record of freights subsequently exacted early proved, he thought, that the Shipping Ring had abused its powers over shippers, and unduly taxed the tin industry. The Ring, said Mr. McArthur, began its operations in January, 1897, by establishing the rate of tin to London at 10s. per ton. From February to November, 1897, the rate was 15s. per ton, and in December 20s. The rate afterwards rose to 32s. 6d., and was reduced from this figure to 25s. in February, 1897, which is the rate now current. The reduction in February last was a concession granted after strong representations had been made to the Ring by the Straits Trading Company through the principal shippers from the Straits, but the present rate was still much higher than was fair to the trade.

For the conference it was claimed, said witness, that they had established a better, more frequent, and more regular supply of tonnage and gave the shipper the privilege of shipping to practically any port in the United Kingdom, Continent or America. But it was reasonable to expect that during the past ten years shipping facilities should have increased as had facilities in other industries. Shippers had only moved with the times. Even admitting that Conference conditions had brought about the improvements claimed he was of the opinion that they were exacting far more in return than the increased facilities were worth.

On the current rates of the Ring, continued witness, the shipper worked for the American consumer for 16s. to 18s. 6d. per ton, while he exacted 25s. 3d. to 26s. from the British consumer. The inference was that 16s. per ton, the return on Boston tin, was a profitable rate of freight and confirmed the main contention of the miners. The comparison before December, 1896, was still more unfair to the British consumer.

Mr. McArthur concluded his written statement with a detail that because tin rates had been high the mining industry was necessarily prosperous and could afford to pay unfair charges. The enhanced price of tin had, he said, been put forward as a justification for advanced rates of freight, a d to the outsider the impression was that the miners were exceedingly prosperous. Let them contrast this with the production from the Federated Malay States, which, as compared with 11042 had steadily diminished in spite of higher prices. Deeper labour, deeper and more expensive machinery, high freights outward on mining machinery, all excessive freight homebound on refined tin, all contributed to minimize the return on an industry faced with the maximum of risks. It was not disputed that many rich mines would pay, even at present prices, but on the other hand there were many poorer mines where the cost of production was relatively higher, and with the ordinary fluctuations in the tin market the day must come when the difference between a reasonable and an excessive rate of freight would determine life or death of these mines.

In reply to the chairman, witness said that all the steamers loading at Singapore belong to the Straits Trading Company, and they all quoted the same rates to all European ports. The Miners' Association at the Straits, to which almost all the mines were party, wanted a rate not exceeding 10s. The rate made no difference to his own company because they sold on the spot. Before the Conference came into force there was an understanding with shippers that tin should be carried at 3s. a ton, it being required for ballast.

Answering Sir David Barbour, (who represented India on the Royal Commission) witness said that it would be impossible for persons interested in tin to charter ships on their own account, and that it was the rebate system which enabled the Ring to enforce excessive rates.

In reply to Sir John Macdonell, witness said the price of tin had fluctuated greatly during the last 20 years. It had advanced to the extent of between 30 and 40 per cent, but his complaint was that the same freight had advanced by nearly 300 per cent. It was quite likely, though he was not a shipper; that the Singapore Chamber of Commerce had expressed a view in favour of the Conference system, and that they considered the result had been more frequent sailings, and more regular tonnage and better facilities.

Sir Alfred Paterson said the Board of Trade returns showed that the import of tin into this country had increased by something like 200,000 cwt. It was quite likely, said witness.

Replying to Captain Collins (Australia's representative), Mr. McArthur said he had no

objection to the Conference system, but did object to the deferred rebates. He thought some arrangement might be made such as he understood was in force in Calcutta, where the shippers met the merchants to fix rates of freight.

The Commission adjourned. The Royal Commission on Shipping Rings sat again on 9th November at Wisbech, Mr. St. James's-square, W., the Chairman, Mr. A. Cohen, K.C., presiding.

Mr. W. H. Shefford stated that he was a managing director of Messrs. Paterson, Simons, and Co. (Limited), of London, Singapore, and Penang. The Straits homeward conference to Europe was established in 1897. Before that time there was an unrestricted competition in freights. A larger quantity of tonnage went out East than was required for the homebound trade, and merchants in Singapore were accordingly able at times to beat down homeward freights. They were further able to prevent any combination among shippers to raise freights by chartering steamers on their own account, and this was constantly done by certain houses, including his firm. The arrangement came to in 1897 provided for a payment of 5 per cent. commission to these houses on all cargo shipped from the Straits for division among themselves, in return for which they agreed to forego their chartering business and to give up shipping by sailing vessels, with the attendant pro's and con's. This was sometimes denounced as a secret rebate by those who did not share in it. It was, however, well known and was the outcome of a bargain. It was shared among firms representing 60 per cent. of the trade, who had always been able to secure better freights than the smaller shippers. There was further a 10 per cent. rebate allowed to all shippers so long as they supported the conference, payment of which was deferred to the end of 12 months. It was further agreed that no conference steamer should be chartered during these periods. It was alleged that an open freight market in Singapore always meant cheap freights, not exceeding 25s. per ton of 50 cwt. and therefore attracted to Singapore the produce of the Dutch East Indies, and further it was alleged that the effect of the conference was to prevent produce from coming to Singapore. A conference to Europe existed from Java and the Dutch East Indies, and he believed the rates of freights of the two conferences, Dutch and Straits, were almost identical. Any comparison between the establishment of the conference with those now in force must take into account the options that were now obtained and the rebate allowed. Before the conference steamers loaded for certain ports only; new conference steamers took cargo for shipment to almost any Continental port, transshipment taking place at Marseilles or Antwerp, sometimes free of charge. Cargo was also now taken with optional discharges at Marseilles, Antwerp, Hamburg, London, and London. The rates charged by the Straits were consequently considerably reduced by the deductions made for forwarding and transhipping. Direct shipment to these various ports had been freely allowed, and it was impossible, and appeared to him inadvisable, to check this tendency to direct communication. A similar movement was now taking place in the outward conference in the trade with Bangkok, which had drawn most of its supplies hitherto from Singapore. Larger quantities of goods were yearly being shipped to Bangkok on through bills of lading at freights only slightly in excess of freights to Singapore, transshipment taking place at Singapore. Before the conference merchants had frequently to accumulate their shipments for certain ports and speculate in freights, and the market was alternately subject to glut and scarcity. Merchants were now able to rely with almost absolute certainty upon getting their produce away as soon as it was ready at a fixed rate of freight. The number of small shippers had greatly increased since the conference came into force. Immediately before the conference freights were subject to a "cut-throat" competition, which could not have lasted, and any comparison should go back to an earlier period. He quoted figures tending to show that the trade of the colony had increased rather than decreased since the establishment of the conference. While it was not apparent that trade was leaving the port, there was no doubt that alarm was felt at the increasing tendency for direct communication, which shipping organizations must resist. These organizations pressed to have a monopoly of the trade, and would appear to lie with the pressure to bear upon shippers in an attempt to modify the incidence of rates. Combination among merchants in the Straits was, however, seldom possible, owing largely to mutual jealousy, and it seemed a fair inference that they had not yet felt the burden great enough to sink their jealousy in favour of combined action, and to risk the loss of their rebates.

Mr. J. W. Lovell said he had spent 17 years in Singapore, from January, 1894, to March of this year, in the capacity of Manager of Messrs. McKerron and Co., exporters of Straits produce. The firm of William McKerron and Co. was in partnership with Messrs. Paterson, Simons, and Co. (Limited), of Singapore, Penang, Fremantle, and London. He had from the first been in opposition to the freight conference, but without the power to resist. He objected totally to the system of deferred rebates as a looking up of capital and a crippling of the independent action, and he strongly objected to the secret bonus as being unfair to all other shippers. The shippers were in this monopoly were also in a large measure foreign. He attributed to the Straits freight ring, among other things, a loss to Singapore of the handling of, roughly, about 60,000 tons of cargo. He thought that shipping facilities were best left free and unhampered. He thought they could have regular sailing without the conference system.

Evidence was next given by Mr. Hutton, of Messrs. J. B. Hutton and Co., Manchester, Chairman of the Manchester Chamber of Commerce, and Mr. G. B. Zochonis, managing director of Messrs. Paterson, Simons, and Co. (Limited), Manchester and Liverpool, and a director of the same chamber and chairman of its African section, on the subject of the West African banking arrangements and the import of silver. The former also represented the British Cotton-Growing Association. They both expressed satisfaction with the present arrangements in regard to West African carrying trade, and though they generally speaking, trade and shipping had not worked to the disadvantage of traders, and should be approved so long as it was not abused. In reply to the Chairman Mr. Zochonis added that he thought it would be a good thing if during the period when the rebate was kept in hand, shippers were not allowed to raise the rates of freight.

The Commission adjourned. How TO BE BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Ointment, Laid Charmant and Special Skin Tonic and Pomade will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents, 564

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SHIPS AND SHIPPING.

The following items are from the Daily Telegraph:—

Sufferers from sea-sickness will be interested in certain experiments which have just been carried out off the Tyne by Messrs. Swan, Hunter, and Wigham Richardson (Ld.), the builders of the Nautilus. In the small steamship Seabar, formerly a first-class German torpedo-boat, they have been demonstrating the power of Dr. Schlick's gyroscopic apparatus in preventing the rolling of ships. The effects obtained were striking in the extreme. When the gyroscope was out of action, a roll of 30 deg. was observed, but this was reduced to 2 deg. when the apparatus was allowed to exert its full force. Rolling was, in fact, practically eliminated, and quite comfortable progress was rendered possible in a torpedo-boat in the North Sea. Of the German Ocean, by the way, most people stand in a certain amount of dread. American, for instance, have for the most part little or no fear of the Atlantic, but they always anticipate the worst from the shallow waters and short seas which they traverse in order to reach Norway.

Designs of a standard gyroscope, suitable for Channel steamers up to about 2,000 tons displacement, have, it appears, been prepared by Messrs. Swan, Hunter, and Wigham Richardson so that the practical application of the invention should not be long delayed. It was for this reason, doubtless, that representatives of the leading companies dealing with cross-Channel traffic were present on board the Seabar, along with Dr. Schlick, the patentee, whose rights for all countries outside Germany the Wallend shipbuilders have secured. On the Seabar the apparatus was driven by steam, but in Channel boats the proposal is to employ electricity, which will be cheaper, and require less power. The fly-wheel will also be smaller than that in the Seabar, while its effect will be more powerful. Another agreeable expectation held out to the voyager is that gyroscopic apparatus may some day be used to prevent pitching as well as rolling. But this is apparently not contemplated at present. Rolling is to be the first to go.

The Cunard directors expressed a pious hope the other day that, even in this age of abbreviation, no one would be guilty of calling their new liner, the Lucy and the Mary. It is to be feared that there is no small risk of this happening, to judge by the nicknames which are commonly given to Atlantic liners, more especially in New York. There, it seems, if you want to go by the Kaiser Wilhelm II., the agents book you for Billy Two. Again, the Kaiser Wilhelm der Grosse is, for short, known as Big Bill. The La's are never used in speaking about the French Transatlantic Company's boats, and the St. Louis of the American Line is simply Louis. The Philadelphia of the same line becomes the Phillie, the Atlantic Transport Company's Minnetonka the Tonk, and the B. S. Star Line's Vandalier Grand, and the President Prince, Princess, and Graf are all discarded in the use of the German boats. In brief, the Americans have no use for long names.

Meanwhile, one of the American newspapers observes a note of diplomacy about modern steamship names. The European lines are no longer indifferent to American sentiment. A little while back the Hamburg-American Line christened two of their new steamers President Lincoln and President Grant respectively, thus reviving the earlier examples of the American line, the Pennsylvania. Now the Norddeutscher Lloyd Company has a Washington, and the French Transatlantic Company is to have a Chicago among its fleet of boats named after French provinces. Some of the other, and perhaps lesser-known, lines, English and foreign, have also widened their vocabularies. But the White Star and the Cunard still remain indifferent, the one insisting that the names of its ships must end in "ic," and the other that "ia" must be the concluding letters.

From a Paris telegram in our issue of Monday it appears that a correspondent, "General Booth," has denied the report that he intends to establish an Atlantic shipping line of his own. We charter the steamers for our own emigrants, the questioner was told, and we do not contemplate doing any more for the time being. General Booth can hardly have read the very precise details of the shipping scheme published by Colonel Lamb as recently as last Friday, while the General was at sea. The scheme was described as "General Booth's plan." It looks as if someone had blundered into allowing the General to miss his cue on land. As the army, according to Colonel Lamb, is on the look-out for some free steamers to begin the shipping business, such negligence might easily prove serious.

Southampton has got it into its head that the Orient Line boats will eventually leave London and make Southampton their home port. The same rumour has long since been about respecting the P. and O. Company, which for years past has been credited with the intention of deserting London, but which nevertheless remains faithful to the Thames. The real distinction between London and Southampton is that the former is a cargo port and the latter in the main passenger port. Were it otherwise, it is conceivable that the Hampshire port would by this have relieved London of more of its regular steamship lines. The rumour regarding the Orient Company was started off by the fact that the General was at sea when it began to work in conjunction with the Royal Mail Company in the Australian trade two years ago. As the two undertakings will no longer act in co-operation after the end of 1909, such justification seems to disappear.

It has been recognised for a long time past that the new Canarders must call at a Continental port if their owners are to reap the full reward of their enterprise. It may be supposed that this question is still under consideration, for it is not at all certain that any definite decision has been arrived at. Brest

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has all along been the port favoured by the Cunard authorities, but the difficulty there is that the railway service from Paris, being dependent for a considerable part of the journey upon a single line is relatively unsatisfactory. Chebourg might therefore be selected, but the disadvantage is that the Cunarders would have to double on their track to some extent. It is quite true that late passengers from our islands might be picked up with the mails at Queens-town, but there is a great dislike of transhipment. The real moral of the situation would seem to be that the Cunarders must have a home port in the Channel.

British shipmasters have not failed to notice and approve the action of the Kaiser in conferring a decoration upon Captain Pelock, of the Kaiser Wilhelm der Grosse, for bringing his vessel practically across the Atlantic without a stop, which the Kaiser displays in the progress of the German mercantile marine is to a considerable extent responsible for its rapid development. By way of contrast, a case is mentioned in which it is alleged that a foreign Power was desirous of conferring distinguished recognition in connection with the gallantry exhibited by British officers and crew, but that the home authorities thought the acknowledgment was proposed to give as out of proportion to the occasion. In the end, so it is said, the Board of Trade intimated that they had received silver medals for presentation in the particular case, and the intended recipients thereupon declined to accept them. It seems desirable that foreign Powers should be at least allowed to take their own course when they desire to recognise the gallantry of British officers and seamen.

Dandee whalers seem to have had a bad season in the Arctic regions. The failure of a fleet of seven of them to get a fair return for their venture means, it is stated, a loss to the shareholders of something like £20,000. They are, however, accustomed to severe fluctuations in this branch of business. Indeed, one blank season does not seem to matter very much, seeing that the ships sometimes manage to pay a profit in excess of 100 per cent. Therefore, a bad season in 1907 may without much difficulty be compensated next year, and it is a rare thing to have two bad years in succession. The industry calls for the exercise of the greatest courage, and a decided indifference to peril. It is, therefore, one which seems deserving of substantial reward.

Entertainments on Atlantic liners are necessarily a great feature of the voyage, and when, as so often happens, the passenger list contains the names of distinguished artists their services are not merely in much request, but secure, as a rule, considerable sums for charity. Usually the money is divided between seamen's charities in England and the United States, but Mr. R. G. Knowles, the well-known music-hall artist, has been giving it as his opinion that some portion of the money should be set aside for the relief of distressed artists. Apparently, it would be open to any professional entertainer to make it a condition of his assistance that some scheme of the kind was carried out. There ought to be no real difficulty. Where professional entertainers are concerned it might easily be arranged that the artists' societies and the seamen's charities should each take a certain proportion.

"Rose's Cipher," is a publication by Mr. C. Edmondstone Rose, Fellow of the Royal Statistical Society. It is a simple syllable system for codifying figure or letter cypher, and by its adoption whole sentences can be conveyed without the aid of either phrase, code, or vocabulary. The work is most ingenious and certainly merits the attention of all business men. Thacker, Spink and Co. Calcutta, are the publishers.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, etc., should be addressed to the Editor, Daily Press only, and special business matters to the Manager.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. - 1212.

NEW ADVERTISEMENTS

WANTED AT ONCE.

A JUNIOR CLERK must be Sharp and Good Typist.
Apply to—**LT. COLONEL J. T. CARTER**,
Army Accounts Office,
Hongkong.
Hongkong, 30th December, 1907. 2040

TO LET.

A FURNISHED HOUSE in Kowloon.
Suitable for a Bachelor's Mess of 4 or 5.
Tennis Court.
Apply to—**"K."**
Care of "Daily Press" Office.
Hongkong, 30th December, 1907. 2031

TO LET AT KOWLOON.

A FURNISHED ROOM with Bathroom.
Tennis.
Apply to—**"L."**
Care of "Daily Press" Office.
Hongkong, 30th December, 1907. 2037

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship
"BINGO MARU,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their
Goods with the exception of plate cutlery,
are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.

Optional Goods will be carried on unless
instructions are given to the contrary before
Noon, To-day.

Goods not cleared by the 3rd Jan., 1908
will be subject to rent.

No Fire Insurance will be effected.

All ship-damaged packages must be left in
the Godown and Notice of same sent to this
Office before the 6th Jan., 1908 or Claims in
connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 28th December, 1907. 2039

THE EASTERN EXTENSION
AUSTRALASIA AND CHINA
TELEGRAPH CO., LTD.

REFERRING to the NOTICE of 20th
September last, Senders of Telegrams are
hereby advised that, from the 1st January next,
charges for Telegrams will (subject to revision
after three months) be collected at the rate of
THIRTY-EIGHT CENTS to equal ONE
FRANC.

J. M. BECK,
Superintendent.
Hongkong, 27th December, 1907. 2028

THE GREAT NORTHERN TELEGRAPH
CO., LIMITED OF COPENHAGEN.

NOTICE.

CURRENCY CHARGES ON TELEGRAMS.

REFERRING to the Company's Notice
of 20th September last, the Senders of
Telegrams are hereby advised that, from the
1st January 1908, the charge for Telegrams
will, subject to revision after three months
be collected at the rate of THIRTY-EIGHT
CENTS equal to ONE FRANC.

H. BUELOW FRIKE,
Acting Superintendent.
Hongkong, 27th December, 1907. 2025

NOTICE IS HEREBY GIVEN that
the YU HING LOONG Firm of
No. 25, Wing Lok Street, Victoria in the
Colony of Hongkong have on the 21st day of
September, 1907 and on the 5th day of
November, 1907 applied for the registration
in Hongkong in the Register of Trade Marks
of the following TRADE MARKS viz:—

(a) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
right hand side of the bowl is a Chinese
character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(b) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
right hand side of the bowl is a Chinese
character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(c) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
right hand side of the bowl is a Chinese
character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(d) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
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bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(e) The representation of a Chinese Stove
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or steam coming from the bowl. On the
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character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(f) The representation of a Chinese Stove
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bowl on the top of the stove and smoke
or steam coming from the bowl. On the
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character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(g) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
right hand side of the bowl is a Chinese
character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(h) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
right hand side of the bowl is a Chinese
character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

(i) The representation of a Chinese Stove
on the top of a stump of a tree with a
bowl on the top of the stove and smoke
or steam coming from the bowl. On the
right hand side of the bowl is a Chinese
character and on the left hand side of the
bowl is a Chinese character. The Chinese
characters are "YU HING LOONG".

INTIMATIONS

JUST RECEIVED

A CONSIGNMENT OF

FRESH AMERICAN APPLES.

H. RUTTOJEE & SON,
Wine and Provision Merchants,
Hongkong, 28th December, 1907. 2034

THE CATHOLIC UNION.

ANNUAL

CHRISTMAS ENTERTAINMENT

A Baroque in Two Acts,
"LOVE IN LOTUS LAND."

Dates of Performances:

TO-NIGHT (MONDAY), 30th Dec. 9 P.M.
SATURDAY, 4th January 9 P.M.
MATINEE:
THURSDAY, 2nd January, 5.30 P.M.

Plans of Seats now on View at above address.
Admission \$1.
For Children 50 cents at Matinee only.
Hongkong, 24th December, 1907. 2018

NEW YEAR HOLIDAYS.

IN accordance with Government Notification
No. 84, the EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business on WEDNESDAY and THURSDAY,
1st and 2nd January, respectively.
Hongkong, 24th December, 1907. 2015

NOTICE.

M. B. HANS TIEFFENBACHER is
authorised to Sign our Firm in Hong-
kong by joint procuration in conjunction with
M. G. ENGEL.
WM. MEYERINK & CO.
Hongkong, 24th December, 1907. 2011

WANTED.

SITUATION as General Office Assistant
by Britisher (S). Over 15 years' experience.
Knowledge of Shipping, Booking and
Sales. Able to read and write Chinese, Spanish,
Arabic, Swahili, Gujarati, Canton, and Peking
dialects. No objection to Outport.
Apply by letter to—**"Box 1005,"**
Care of "Daily Press" Office.
Hongkong, 25th December, 1907. 1903

TO LET.

NO. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, Zetland Street.
No. 2, FAIRVIEW, ROBINSON ROAD,
Kowloon.
Apply to—**LEIGH & ORANGE.**
1, Des Voeux Road.
Hongkong, 9th October, 1907. 94

TO LET.

BOARD and RESIDENCE, Kowloon.
Ferry walking distance.
Apply to—**"ENGLISH."**
Care of "Daily Press" Office.
Hongkong, 28th December, 1907. 2035

TO LET.

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.
"HATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit
Road.

OFFICES in YORK BUILDING.
GODOWNS in PRATA EAST, BLUE
BUILDINGS and No. 188, Des Voeux Road
next to the HONGKONG HOTEL.
FLATS in MORRISON TERRACE.

Apply to—**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 1st December, 1907. 1792

TO LET.

NO. 5, MORRISON HILL.
One FOUR ROOMED HOUSE at Praya
East, near East Point.
Apply to—**JARDINE, MATHESON & CO., LTD.**
Hongkong, 21st October, 1907. 1690

TO LET.

PER 1st January, One OFFICE ROOM
on Second Floor, Prince's Buildings.
Apply to—**REUTER, BROCKELMANN & CO.**
Hongkong, 9th December, 1907. 1944

TO LET.

A HOUSE in KNITSFORD TERRACE
KOWLOON.
Apply to—**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.**
Hongkong, 1st December, 1907. 1792

TO LET.

FIRST Class European Houses, Leobell
Terrace and Humphreys Avenue Kow-
loon.
Apply to—**HEWAN & CO.**
Care of China Merchants S. N. Co.
Hongkong, 1st October, 1907. 1590

TO LET.

A SHOP and DWELLING HOUSE,
No. 73, Queen's Road Central.
Apply to—**Messrs. S. J. DAVID & Co.,**
Princes Buildings.
Hongkong, 11th December, 1907. 1954

TO LET.

NO. 2, HOLLYWOOD ROAD.
Apply to—**ARRATON V. APCAAR & Co.,**
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon.
Apply to—**SPANISH PROCURATION.**
Hongkong, 18th October, 1907. 1677

TO LET

TO LET.

"GLENWOOD" CAINE ROAD, suitable
for a Boarding house or Club. Con-
taining 28 Rooms.

OFFICES on the Third Floor of HOTEL
MANHATTAN, 3 ROOMS Corner over Mo-
Krus & Co. Fine position. Cheap rental.
BEACONSFIELD ARCADE, Fine Offices
and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,
Top Floor, (over Coldbeck MacGregor).
OFFICES in Queen's Road Central.
BELLILIOS TERRACE HOUSES,
ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PRAX)
Partly Furnished, Immediate Possession.
No. 1, MOUNTAIN VIEW (PRAX)
Furnished. For 4 or 5 months from 1st
December, 1907.

No. 1, ALBANY.
No. 8, DES VOEUX VILLAS (PRAX).
No. 2, BEACONSFIELD ARCADE.
No. 57, PRATA GRANDE, Macao.
Apply to—

LINSTEAD & DAVID.
3rd Floor, Alexandra Building.
Hongkong, 26th November, 1907. 1102

TO LET.

"CROWNS NEST," Barker Road.
Unfurnished or partly furnished.
Apply to—**C. L. GORHAM.**
3, Fiddler's Street.
Hongkong, 3rd December, 1907. 1916

TO LET.

NO. 58, CAINE ROAD.
Nos. 27 and 31, SEYMOUR ROAD.
Apply to—**SAM WANG CO. LTD.**
81, Queen's Road Central.
Hongkong, 27th November, 1907. 1103

TO LET.

NO. 2, MACDONNELL ROAD.
Apply to—**COMPRADORE'S DEPARTMENT.**
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET.

IMMEDIATE POSSESSION.
GODOWNS Nos. 9, 98 and 101, Praya
East.
Apply to—**CHATER & MODY.**
Victoria Buildings.
Hongkong, 10th December, 1907. 1089

TO LET.

THE Top Floor of No. 2, Wyndham Street
lately vacated by the Hotel Baltimore,
suitable for a Club or Boarding House.

First Floor of No. 8, Queen's Road,
Central, comprising Six Large Rooms
and Outchouses suitable for business Premises
or for Dwelling, now occupied by
FRID. BORNMANN & CO.
Apply to—**DAVID SARSON & Co. LTD.**
Hongkong, 3rd December, 1907. 1638

TO LET.

THE WHOLE of the SECOND FLOOR
of No. 34, Queen's Road Central, (opposite
the General Post Office). The Rooms are light,
spacious and well ventilated; 13 in number
beside kitchen, pantry, bathroom, servants
quarters etc. Very moderate rent. Immediate
possession.

The above premises can also be rented
separately as offices or for residential purposes.
Apply to—**YEE SANG FAT & CO.**
Same Address.
Hongkong, 7th October, 1907. 1627

TO LET.

A SIX ROOMED HOUSE at ELLIOT
CRESCENT, ROBINSON ROAD.
Apply to—**F. X. D'ALMADA & CASTRO.**
34, Queen's Road Central.
Hongkong, 3rd December, 1907. 1915

TO LET.

10, QUEEN'S GARDENS. For
one year from 1st April next.
Apply to—**A. W. BREWIN.**
Registrar General's Office.
Hongkong, 14th December, 1907. 1924

TO LET.

NO. 11, SEYMOUR ROAD.
Apply to—**THE COMPRADORE DEPT.**
JARDINE, MATHESON & Co. Ltd.,
Connaught Road Central.
Hongkong, 12th December, 1907. 1962

TO LET.

NEW and COMMODIOUS SHOP in
Des Voeux Road Central, moderate
rental.
FLATS in Des Voeux Road Central.
No. 14, SALISBURY AVENUE, Kowloon.
No. 2, GRANVILLE AVENUE, Kowloon.
No. 3, EAST TERRACE, Kowloon.

Apply to—**HUMPHREYS ESTATE &
FINANCE CO., LD.**
Hongkong, 27th November, 1907. 1155

TO LET.

OFFICES in ALEXANDRA BUILDINGS.
Apply to—**SECRETARY.**
A. S. Watson & Co. Limited.
Hongkong, 23rd April, 1907. 1900

TO LET.

"STILLINGPLETS" Peak Road. SIX-
ROOMED HOUSE with Fine View
of Harbour.
"HABERVILLE" Garden Road. SIX-
ROOMED HOUSE fitted with Electric Light
and full use of Tennis Court.

Apply to—**PERCY SMITH & SETH.**
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 28th November, 1907. 1889

TO LET.

THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

JUST RECEIVED

A FINE ASSORTMENT OF
CHRISTMAS & NEW YEAR CARDS.
HALF-MASKS,
ART RELIEF NOVELTIES,
MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS,
POSTCARD PAINTING BOOKS.
USED POSTAGE STAMPS
in Bags, Packets, Sets &c., Suitable for
Christmas Presents at prices to suit
any buyer. Inspection solicited.

Apply to—**CHAGA & CO.**
Hongkong Hotel Corridor.
1591

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1906
£17,837,119.

ATTACHED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
FIRE FUNDS... 3,988,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1146

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-EN-CHAPPELLE.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

THE GLORUS INSURANCE COMPANY
OF HAMBURG.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August, 1896. 29

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING.
"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home
work.

IRON MERCHANTS.
SINGON & CO.
Iron, Steel, Metal and Hardware.
Merchants. Wholesale and Retail.
Ironmongers. Pig Iron and Foundry.
Coke Importers. General Store-
keepers and Commission Agents.
35 & 37, Hing Loong Street,
(1st Street West of Central
Market). Telephone No. 616.

PHOTOGRAPHER
M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos
Views of China and Manila. Work
done for Amateurs; No. 84, Queen's
Road Central.
Good Panoramas Views of Hongkong,
recently taken, on sale.

PRINTING.
"DAILY PRESS" OFFICE
Proofs read by Englishmen.

TYPEWRITER.
F. A. V. BIBEIRO,
Typewriting, Work Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.
Late of the Hongkong Typewriting
Bureau) 19, Queen's Road Central
(First-floor).

SWATOW DRAWN WORK COMPANY.
38, Wellington Street.
MANUFACTURERS & WHOLESALE & RETAIL
Dealers in All Sorts of
DRAWN WORK, EMBROIDERY,
BEST FINEST WARE and CANTON
GRASS CLOTH, &c.
Hongkong, 19th October, 1907. 1685

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cables Feet of Cold
Storage available at EAST POINT. Storage will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1907. 47

SURGEON DENTIST.
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1540

DR. M. H. CHAUN.
THE latest Method of the AMERICAN
SYSTEM of DENTISTRY.
33, QUEEN'S ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 17th April, 1907. 1444

PRIVATE BOARD AND RESIDENCE
MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

JUST RECEIVED
A FINE ASSORTMENT OF
CHRISTMAS & NEW YEAR CARDS.
HALF-MASKS,
ART RELIEF NOVELTIES,
MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS,
POSTCARD PAINTING BOOKS.
USED POSTAGE STAMPS
in Bags, Packets, Sets &c., Suitable for
Christmas Presents at prices to suit
any buyer. Inspection solicited.

Apply to—**CHAGA & CO.**
Hongkong Hotel Corridor.
1591

BANKS

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP... Sh. Tels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow,
Peking, Tientsin, Shanghai, Yokohama,
Kobe, Yokohama, Singapore.

Founded by the following Banks and
Bankers:
KONIGLICHES SACHSENISCHES (PREUSSISCHES)
SACHSENISCHES BERLINER
DEUTSCHES BANK S. BLICHENRODER
BERLINER HANDELS-
GESSELLSCHAFT
BANK LOMER HANDEL UND
INDUSTRIE
ROBERT WARSCHAUER & CO.
MUNICHESER BANK & CO.
M. A. W. ROTHSCCHILD &
SOHNEN
JACOB S. H. STEIN
NORDDEUTSCHER BANK HAMBURG, HAMBURG
SAL. OPPENHEIM, JR., & CO., KOBLENZ.
BAYERISCHES HYPOTHEKEN UND WIRTSCHAFTS-
BANK, MÜNCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCCHILD & SON;
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT
DIRECTION DES DISCOUNTS GEBLICHENFAT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. 25

THE CHARTERED BANK OF INDIA
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL... £800,000
Shortly to be increased to £1,200,000
RESERVE FUND... £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS... £280,000

INTEREST allowed on Current Account
at the rate of 2 per cent. per annum on the
Daily balances.

INTIMATIONS

S. MOUTRIE
& CO., LTD.

NEW SEASON'S MODELS.

JUST ARRIVED

BABY GRANDS

AND

COTTAGE PIANOS

BY

BLUTHNER, RUD. IBACH,

RACHELS, PLEYEL,

CHAPPELL AND

ROSENKRANZ & CO.

INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.

York Building, Chater Road.

Hongkong, 13th November, 1907. 188-2

VAN
HOUTEN'S
COCOA

Delicious!

Van Houten's
Cocoa combines
the highest quality
with the most
delicious flavour.BEST & GOES
FARTHEST.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are
of sale daily at the KOWLOON BOOK-
STALL, M. H. BUTTONE'S KOWLOON
STORE, No. 36, Elgin Road & M. A. YAU'S
FERRY WHARF STALL.
Hongkong, 22nd December, 1907.

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英甲午年十五FROM 1st JANUARY, 1864 to 31st DECEMBER
1913, BEING FROM THE 1st YEAR OF THE
78th CYCLE TO THE 50th YEAR OF THE
78th CYCLE, THAT IS THE 3rd YEAR OF
TUNG CHI TO THE 39th YEAR OF
KWONG SUI.

PRIOR \$2 CASH.

On Sale at the HONGKONG "DAILY PRESS"
OFFICE, or Agents in all the Ports of the
Far East.The Book will be sent by Registered Post
free to any part of the World unrepresented
by Agents on receipt of Money Order.
Hongkong, 2nd October, 1906. 1841MITSU BISHI DOCKYARD
AND ENGINE WORKS,
YAGASAKI.CODE WORD: "DOCK."
A.I. A.S.C., and Engineering Code Used
NEW DOCK NOW OPEN.DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 961
Width of Entrance on Bottom... 881
Water on Blocks at Spring Tides 841DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tides 61DOCK No. 2.
Extreme Length... 371 feet.
Length on Blocks... 360
Width of Entrance on Top... 68
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tides 22

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, AND
BOILERS; and also ELECTRICIAL
WORK.A LARGE STOCK of MATERIAL is
always kept on hand.
THE COMPANY has the powerful steamers
"OURA-MARU" (712 tons, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. 799

SHIPPING IN PORT.

STAMBERS.

ALEXIA, German str., 2,450. Ernst, 3rd Dec.—
Portland Or., and Moji 18th Dec., Flour—
Portland & Asiatic Steamship Co.CHARLTON, British str., 2,692. W. G. Thomas,
27th Dec.—Barry 5th Nov., Coal—
Naval Store Officer.CHONGSHING, British str., 1,256. F. Wheeler,
20th Dec.—Tientsin, Cleveo, Wal-
hai-wei, and Shanghai 17th Dec., General—
Jardine, Matheson & Co.CHILDA, Norwegian str., 1,102. A. Augensen,
22nd Dec.—Bangkok 2nd Nov., via Swatow
21st, General—Nippon Yusen Kaisha.CHUNHANG, British str., 1,417. Mayrick, 20th
Dec.—Keratan 14th Dec., Coal—
Jardine, Matheson & Co.DAONY, Norwegian str., 883. O. Abrahamson,
22nd Dec.—Helsingor 15th Dec., Rice
—Agard, Thoresen & Co.DEYAWONGSE, German str., 998. T. V. Bruhn,
24th Dec.—Bangkok Dec. 12th, via
Swatow 23rd, Rice, Salt and Wood—
Butterfield & Swire.EMPRESS OF INDIA, British str., 3,032. E.
Bootham, 16th Dec.—Vancouver 26th Nov.
and Shanghai 13th Dec., Mails & General
—C. P. R. Co.FAUSANG, British str., 1,410. H. S. Malkin,
13th Dec.—Shanghai Dec. 8th, via Swatow
12th, General—Jardine, Matheson & Co.FOOKSANG, British str., 1,387. T. Mitchell, 27th
Dec.—Singapore 17th Dec., General—
Jardine, Matheson & Co.FOOSHING, British str., 1,423. Arthur, 21st
Dec.—Wuhu & Chinkiang 17th Dec.,
General—Jardine, Matheson & Co.GANORA, British str., 2,721. S. A. Page, 22nd
Dec.—Barry Dock 31st Dec., Coal—
Admiralty.GREENSK, British str., 2,274. Rafferty, 30th
Nov.—Salina Cruz 36th Sept. General—
China Commercial Co.HANANG, British str., 1,356. S. Wilde, 26th
Dec.—Shanghai and Swatow 25th Dec.,
General—Jardine, Matheson & Co.HINANG, British str., 1,395. A. G. Smith, 7th
Dec.—Chefoo 1st Dec., General—
Jardine, Matheson & Co.HEIN KONG, Chinese str., 1,262. Johns, 25th
Dec.—Chefoo 20th Dec., General—Chinese.KANGHOW, British str., 1,217. Mestrel, 25th
Dec.—Chinkiang 21st Dec., General—
Butterfield & Swire.KATHERINE PARK, British str., 4,000. W. H.
Copp, 24th Dec.—Callao via Yokohama and
Kobe 18th Dec.—Toyo Kisen Kaisha.KIANGTUNG, Chinese str., 1,222. H. Uddin, 25th
Dec.—Chinkiang 20th Dec., General—
Chinese.KFIELD, Norwegian str., 910. Helbro, 28th Dec.—
Palatant 12th Dec., Coal—Agard,
Thoresen & Co.KUBICHOV, British str., 1,215. Hooker, 22nd
Dec.—Wuhu & Chinkiang 18th Dec.,
Rice—Butterfield & Swire.MANILA, German str., 1,181. J. Minssen, 14th
Dec.—Sydney 19th Nov. and Manila
15th Dec., General—Matheson & Co.MARIN, German str., 1,189. P. E. Christiansen,
24th Dec.—Salina Cruz and Mexico 16th
Nov., Ballast—China Commercial S. S. Co.NICOMEDIA, German str., 4,364. P. Wagsmann,
24th Dec.—Portland Or. 9th Nov.,
and Moji 18th Dec., General—Portland &
Asiatic Steamship Co.PAKLAT, German str., 1,018. J. Wenzel, 26th
Dec.—Swatow 25th Dec., General—
Butterfield & Swire.PHRAMANG, German str., 1,021. Fr. Bücking,
19th Dec.—Bangkok 5th Dec., Rice
—Butterfield & Swire.RAONAR, Norwegian str., 1,220. H. G. Nielsen,
19th Dec.—Wakamatsu and Japan
13th Dec., Coal—Wallem & Co.SHANTUNG, British str., 1,002. C. G. G. G. G.
25th Dec.—Bangkok 13th Dec., Rice &
General—Butterfield & Swire.SWANLEY, British str., 2,908. W. E. Steele,
26th Dec.—Chingwan 20th Dec.,
Gibb, Livingstone & Co.TATYUN, British str., 1,459. L. Dawson, 27th
Dec.—Sydney Dec. 3rd, and Manila 24th
Dec.—General—Butterfield & Swire.TEAN, British str., 1,346. Outerbridge, 27th
Dec.—Manila 24th Dec., General—
Butterfield & Swire.TENSIAU, German str., 1,002. Kool, 23rd Dec.—
Bangkok via Hoihow 22nd Dec., General—
Butterfield & Swire.ULV, Norwegian str., 855. J. Pedersen, 17th
Dec.—Helsingor 14th Dec., Rice—
Agard, Thoresen & Co.WOONWICK, British str., 1,845. A. Stoker, 13th
Nov.—Moji 8th November, Coal—
Dodwell & Co.YOCOW, British str., 1,305. F. Northcombe,
25th Dec.—Shanghai 22nd Dec.,
General—Butterfield & Swire.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968. L. D.
Vance, 24th August—New York 1st May,
Case Oil—Standard Oil Co.

SCIENTIFIC MISCELLANY.

PYROTECHNIC METALLURGY—USING OLD
RUBBER—TELEPHONE WASTE—BREAD-
MAKING RESEARCH—LAND MADE GOOD
BY ITS PEAT—DURABLE POLES—ELEC-
TRICAL BLACK-BALLING—AIR-CULMING
OF WAVES—THE ROPE AS A PUMP.The curious phenomena of alloys are only
beginning to be known. Seeking an alloy that
would give an iron interior with a bronze veneer
—a thing that proves to be not at all impossible
or impracticable—C. Vickers, a British me-
tallurgist, made a series of experiments in the
course of which iron was melted in a crucible
and alloyed with aluminium. It was desired to
learn the effect of adding a small percentage of
zinc. A two-ounce bit was cautiously tossed
upon the molten mass, when, after a few seconds,
a series of muffled explosions ensued, and the
mixture in the crucible was shot upward toward
the roof of the shop, giving a beautiful pyro-
technic display, the iron producing stars, and
the zinc yielding dazzling blue lights, while
flashes of molten metal glowed between. This
continued until the crucible was emptied.In manufacture, caoutchouc is mixed with
sulphur, or vulcanized, and with various mineral
substances and organic fibers. Worn out rubber
has been worked over for some uses for many
years, but no way of completely purifying it has
been known, and it has lacked strength and
elasticity. The improved process lately an-
nounced by W. E. Reid depends upon A.
Tixier's discovery that vulcanized rubber is
completely soluble in turpentine. The old rubber
is digested with turpentine at moderate heat,
benzene is added, the clear solution is poured
away from the insoluble impurities, the liquid
is distilled, and the residue is treated with
alcohol and acetone. The recovered caoutchouc
is much like the natural, is very viscous and
capable of vulcanization, and has increased
resistance to chemical action.The telephone, apparently so extremely
sensitive is found by Henry Abraham to transmit
to the ear less than a thousandth of the energy
received from the line.In the production and control of a pure food
supply by thoroughly scientific methods, the
Germans are disposed to keep their lead. The
new Government institute for milling research,
supplementing the two institutes for research
in the sugar and fermentation industries, is
equipped with an experimental granary, a
wheat and rye mill and a bakery together with
administrative offices and laboratories, the
machinery and apparatus being of the most
advanced kind, all driven by electricity. The
mill has two distinct plants, each milling two
tons of grain in ten hours. The purpose of the
institute is to carry out practical research and
scientific investigation on grain during storing,
milling, working up and baking; to experiment
with the baking of home and imported grain;
to conduct research work for the Government
and to carry out official and private analyses of
grain, flour, fodder stuffs, etc. Every effort
will be made to investigate thoroughly the
numerous problems of milling and baking.In the work of reclaiming the 25,000 acres in
the great peat bogs of Königsmoor and Mar-
carismoor in the Leer district, East Friesland,
the land will be drained by a network of 25
miles of canals, and a station for generating
electricity will be established at the junction of
the main canal with the high road from Leer to
Wittmund. Current from this station will be
distributed over an area thirty miles in diameter.
The peat will serve as fuel, the plows and other
machinery used in fitting the land for
cultivation being driven by power from the bog
products, which will also give light and power
to many surrounding towns.A factory at the Grossmoroede, Germany,
manufactures a patented telegraph pole of glass
interwoven with strong wire. This pole is
specially adapted for use in hot climates, and
successfully resists the attacks of weather and
insects that soon destroy the ordinary wooden
poles.The secret ballot provided by the Automobile
Club of America in its palatial New York
clubhouse consists of a small two-drop annunciator,
supplied with electric current by a set of
four dry cells, and having wires extending
around a large table to a button-block at each
of the chairs at the table. When the board of
governors is to vote on an application for
membership, the face of the annunciator is
covered with a curtain. Each member of the
board then presses the white or black button of
his block, and if any black button is pressed
the black disc is seen when the curtain is
removed from the annunciator. It is impossible
to tell how any person voted or even how many
black balls have been cast against the rejected
applicant. The apparatus, which is the invention
of Dr. S. S. Wheeler, a club official, can be
quickly put in place or packed in the battery
box.The most effective means of breaking up sea
waves, giving practically a smooth surface,
seems to be a discharge of compressed air into
the water. This new discovery is expected by
Phillip Brauer, of Brooklyn, to prove of im-
portance in various ways. A disabled vessel
drifting toward shore may protect itself by
throwing out an anchor through which
air is forced, and a lightship may be shielded
by a surrounding circular air pipe giving a
region of calm in the center. More visionary
is the scheme to provide harbors in mid-ocean
by means of pipes suspended by floats so that
both floats and compressor plant may be
protected from wave action.The novel idea of a German mining engineer
is an endless rope band as a pump in bore-holes.
This absorbs a large quantity of oil, or salt
and acid solutions, and the liquid is squeezed out
between rollers as the rope is drawn upward.
As the only weight to be lifted is that of the
liquid on the descending side, the method is
suggested as economical for draining mines as
well as pumping oil.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly
share report dated 28th December, 1907:—
Christmas holidays have interfered with what
little business is doing, and we have very little
to report to-day. The sterling demand rate of
exchange on London closes at 1s. 9½, while
rates on Shanghai are 1s. 7½ for a Bank T/T,
and 1s. 7½ for a three days' sight Private
Draft. Bretilver in London is quoted 124 7/16,
and Consols 233 1/16. The London Bank rate
of discount is still 7 per cent, and the market
rate of discount, after advancing to 6½ per cent,
is now 6 per cent.BANK SHARES.—Hongkong and Shanghai
Bank Shares have been done at 5720 for old
and 5710 for new shares, at which rates a
further small demand exists, but holders are
looking out for a rise. The London rates are
279 10s. 0d., and 277 10s. 0d. respectively.
Nationals are unchanged.MARINE INSURANCE SHARES.—Unions after
at 3310 and 3315, can be placed now at
3325. China Traders have buyers at 391.
North China, Yangtze and Cantons are
unchanged.FIRE INSURANCE SHARES.—Hongkong
can be got at 3330, while a few China can be
placed at 315, after a sale at that figure.SHIPPING SHARES.—Hongkong, Canton and
Macao have been forced off at 328; there are
now buyers at 328½, but it is doubtful whether
any shares are obtainable under 320. Indo-
China, China and Manila as well as Hongkong,
are unchanged. Old Star Lines have buyers
at 335. Chinese Engineering and Mining Co.'s
shares have buyers at 11s. 10.DOCKS, WHARVES, GODOWNS, &c.—Hong-
kong and Whampoa Docks are quiet at 396.
New at 314, and New Amoy Docks at 310.
All with sellers. Hongkong and Kowloon
Wharves sold and have sellers at 358 on a new
issue, while there are buyers at 357; a large line
has been done privately on somewhat easier
terms. Shanghai Docks are quoted 72, while
Shanghai and Hongkong Wharves have
receded to 72 1/2.LANDS, HOTELS & BUILDINGS are un-
changed in rates, with only small sales of
Lampreys and Shanghai Lands at last
quotations.COFFIN MILLS.—Shanghai quotes: Eves
11s. 53; Lion King Mills 55; Internationals
11s. 51, and Szechuan 11s. 50; Hongkong
others continue on offer at 110.SUNDAY MANUFACTURING COMPANIES.—
Green Island Cement's sold in small lots at rates
ranging between 31 and 31½, closing with
buyers at 31½. Other stocks under this heading
unchanged and without transactions.MISCELLANEOUS.—China-Borneo sold at
11 1/2 and China Privileges at 93½. The latter
closing firm with further buyers. Longlake
are quoted 11s. 363½. South China Moving
Furniture at 320. Watkins' chance hands
and are wanted at 32½. Wm. Pavells have
buyers at 35. Other stocks under this heading
without sales and unchanged.

GERMAN TARIFFS.

Dr. von Bethmann-Hollweg, Secretary of
State for the Interior, stated on November 25
in the Reichstag that, in consequence of the in-
crease of activity of industry and the deficiency of
labour, wages had gone up, and still tended to go
up, thus bringing about a large demand for
protection.The standard of living in large sections of the
population had improved, and the consumption
of meat had reached the high average of
England.On the other hand, the prosperity of
agriculture had been impaired by the deficiency
of labour and the higher cost of production.
Owing to these causes and to international
factors—the universal bad harvest—the price
of provisions and grain had substantially
increased.But abroad the rise in prices per cent. had
been much higher than in Germany. The
present situation was not a critical one for the
German people. They would hold fast to their
economic policy, which had given them
economic stability both as regarded industry
and agriculture.The price of provisions would go down. Now,
when Germany had passed the apogee of her
industrial orbit was just the time to strike for
a strengthening of the home market.The suspension of the corn duties would only
be to the advantage of speculators and
middlemen.

THEATRE ROYAL CITY HALL.

TO-NIGHT AND EVERY EVENING.

POLLARD'S LILLIPUTIAN OPERA CO.

MR. C. A. POLLARD AND MRS. N. CHESTER, SOLE OWNERS.

TO-NIGHT (MONDAY), TUESDAY & WEDNESDAY, DEC. 30th, & 31st, and JAN. 1st

"LA POUPEE."

Commencing NEXT THURS., JAN. 2nd, GRAND NEW YEAR'S PANTOMIME.

"MO'HER GOOSE."

PRICES: \$3.00, \$2.00 and \$1.00.

MATINEE next SATURDAY at 3.30 P.M.—Children and Adults Half-Price to Matinee only.
Box Plan at THE ROBINSON PIANO CO.
Late Trams will run to the Peak 15 minutes after each Performance. 2637

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Sour Eructations, Biliary Affections.DINNEFORD'S
MAGNESIA

MAGNESIA

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.
Safest and most
Effective Agent
for
Regular Use.BENGER'S
FOODA Food of great nutritive value which
can be made suitable for any degree of
digestive power by the simple process of
letting it stand for a longer or shorter
period at one stage of its preparation.When strength is returning after illness, a carefully regulated
and increasing amount of exercise for the digestive functions is
beneficial. Benger's Food is the only food which can be pre-
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby
generally means an under-sized child, wanting in stamina and vigour. If unable to nurse your baby, you must give the substitute
that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible to a child under
6 or 7 months of age. The "Allensburys' Milk Foods" are so prepared as to remove the difference between cow's milk and human
milk, and they are as easy of digestion as the natural food of the child.The "Allensburys' Foods" are alike suitable for the delicate and robust, and when used as directed, form the best means of
rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child
or causing digestive disturbance. The dreaded process of weaning is thus made easy and comfortable both to the mother and child.

The Allensburys' Foods.

MILK FOOD No. 1.

From birth to 3 months.

MILK FOOD No. 2.

From 3 to 6 months.

MALTED FOOD No. 3.

From 6 months and upwards.

PAMPHLET ON INFANT

FEEDING SENT FREE.

ALLEN & HANBURY'S Ltd., 37, LOMBARD STREET, LONDON, E.C.

SHIPPING.

ARRIVALS.
 ROUBON, French str., 297, Le Ball, 27th Dec.
 Saigon 22nd Dec. General—Chinese.
 CHOWFA, German str., 1,055, T. Spicard, 29th
 Dec.—Bangkok 19th Dec. Rice—
 Butterfield & Swire.
 FOOSHING, British str., 28th Dec.—Canton.
 GANGE, French str., 6,876, J. Froment 28th
 Dec.—Anvers 10th November, General—
 Messageries Maritimes.
 GERMANIA, German str., 1,713, H. Lorenzen,
 27th Dec.—Hainan 24th Dec. Rice—
 Butterfield & Swire.
 HAINAN, British str., 626, A. J. Norman,
 Dec.—Foonchow Dec 25th, Amoy 26th,
 Swatow 27th, General—Douglas Lapraik
 & Co.
 HANOI, French str., 739, Merles, 27th Dec.—
 Hainan Dec 24th, and Hainan 26th,
 Rice and General—A. R. Marry.
 HOLSTEIN, German str., 985, Niejahr, 29th
 Dec.—Touane, General and Rice—Jensen
 & Co.
 HSINKO, Chinese str., 28th Dec.—Canton.
 KAPOONG, British str., 985, Mathias, 28th Dec.
 Cebu and Iloilo 24th Dec. General—
 Butterfield & Swire.
 KANCHOV, British str., 28th Dec.—Canton.
 KOWLOON, German str., 1,457, A. Enigk, 28th
 Dec.—Hainan 26th Dec.—
 Hamburg—America Line.
 KUTANG, British str., 3,110, Bradley, 28th
 Dec.—Moj 24th Dec. General and Coal—
 Jardine, Matheson & Co.
 KWANGTUNG, Chinese str., 1,246, Wm. H. Lun,
 25th Dec.—Shanghai 24th Dec.—
 General—Chinese.
 PHIAN, British str., 2,505, R. A. Tiltson, 28th
 Dec.—Singapore 21st Dec. General—
 Butterfield & Swire.
 RAJAH, German str., 2,428, R. Petersen, 28th
 Dec.—Bangkok 19th Dec. General—
 Butterfield & Swire.
 SHOSU, MABU, Japanese str., 999, M.
 Kemoto, 28th Dec.—Swatow 27th Dec.
 General—Osaka Steamship Co.
 ST. LUCIA, Danish str., 1,502, B. de G. Licht,
 28th Dec.—Singapore 17th Dec.
 General—Messageries & Co.
 TRIUMPH, German str., 789, Bendixen,
 1 Dec.—Hainan 28th Dec. General—
 Jensen & Co.
 YOCOW, British str., 29th Dec.—Canton.
 29th Dec.

DEPARTURES.
 28th Dec.
 ALDENHAM, British str., for Australian Ports.
 ARGADA, British str., for Shanghai.
 BENVOLICH, British str., for Nagasaki.
 BINGO MARU, Japanese str., for Shanghai.
 CANNARYHURST, British str., for Shanghai.
 DELTA, British str., for Europe, &c.
 DEWENT, British str., for Saigon.
 FURST BISMARCK, Ger. flag, for Manila.
 HONGKONG, British str., for Amoy.
 HUPHE, British str., for Hainan.
 J. DIERBERG, German str., for Hainan.
 KALAM, British str., for Shanghai.
 KILBURN, British str., for Singapore.
 KONG, German str., for Manila.
 ST. TIT, British str., for Tientsin.
 TATSU MARU, Japanese str., for Kobe.
 ZAFIRO, British str., for Manila.
 29th Dec.
 C. F. F. LARSEN, German str., for Shanghai.
 E. F. F. F. LARSEN, German str., for Singapore.
 HAILAN, French str., for Hainan.
 HAINAN, British str., for Swatow.
 JOHNS MARU, Japanese str., for Swatow.
 MAUNG, British str., for Sandakan.
 NORD, Norwegian str., for Tientsin.
 PRINCE, Norwegian str., for Saigon.

SHIPPING REPORTS.
 The British str. Kutang reports: Fine
 weather, moderate monsoon.
 The British str. Prima reports: Strong N. E.
 breeze and heavy sea throughout.
 The British str. Hainan reports: Moderate
 fresh monsoon and overcast rainy weather.
 The Chinese str. Kwangtung reports: Fine
 weather to vicinity of Tientsin, then misty
 rain and fresh N. N. E. wind to port.
 The British str. Kaioy reports: Fine
 weather with light winds to Florida Port, thence
 moderate N. E. winds and sea to N. E. head.
VESSELS IN DOCK.
 December 28th.
ARRIVED DOCKS.
 Kowloon Docks—Neil McLeod, Woolwich,
 Engineer, Hainan, Ch. Hardouin, Fousang,
 Pharmacist, Kueichow.
DEPARTING DOCKS.

VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVI
 GATION COMPANY.**
 STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG,
 ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the BRASILIA,
 PERMAN GULF, Red Sea, BLACK SEA,
 LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship
 "E. F. FERDINAND"
 Capt. C. Matovich, will be despatched at
 above 10 A.M. the 30th inst., A.M.
 This steamer has capital accommodation for
 passengers, electric light and carries a doctor
 and stewardess.
 For information as to Passage and Freight
 apply to
 SANDER, WIELER & Co.
 Agents,
 Princes' Buildings,
 Hongkong, 28th December, 1907.
**DOUGLAS STEAMSHIP COMPANY,
 LIMITED.**
 For SWATOW, AMOY and FOOSHOW.

THE Company's Steamship
 "HAICHING."
 Capt. A. E. Hodgins, will be despatched for the
 above Ports TO-MORROW, the 31st inst., at
 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAPELLE & Co.,
 General Managers,
 Hongkong, 27th December, 1907. 2030

"GLEN" LINE OF STEAMSHIPS.
 For LONDON AND ANTWERP
 VIA SUEZ CANAL.

THE Steamship
 "GLENAYON."
 Captain Wolfenden, will be despatched as
 above on THURSDAY, the 9th January, 1908.
 For Freight apply to
 MCGREGOR BROS. & GOW,
 Hongkong, 19th December, 1907. 2000

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NTANZA	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	About 1st January.
LONDON & ANTWERP VIA SUEZ CANAL	GLORAVON	Brit. str.	—	Wolfenden	MCGREGOR BROS. & GOW	On 9th January.
MARSEILLES, &c., VIA PORTS OF CALL	ARMAND BEHIC	Fr. str.	—	Guthrie	MESSAGERIES MARITIMES	On 7th Jan. at 1 P.M.
MARSEILLES, PLYMOUTH, HAVRE & HAMBURG, &c.	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 30th January.
MARSEILLES, HAVRE & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th January.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Swed. str.	—	—	MELCHERS & Co.	Middle of January.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	C. F. F. LARSEN	Ger. str.	—	Wagner	HAMBURG-AMERIKA LINIE	On 4th February.
HAVRE & HAMBURG VIA STRAITS, &c.	ARAGONIA	Ger. str.	k.w.	Deinat	HAMBURG-AMERIKA LINIE	On 10th January.
HAVRE & HAMBURG VIA STRAITS, &c.	VANDALIA	Ger. str.	k.w.	Vahsel	HAMBURG-AMERIKA LINIE	On 19th January.
ANTWERP ROTTERDAM & HAMBURG VIA STRAITS, &c.	DOSTMUND	Ger. str.	k.w.	Malschow	HAMBURG-AMERIKA LINIE	On 18th January.
HAVRE & HAMBURG VIA STRAITS, &c.	SAXONIA	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 14th February.
NAPLES, GENOA, ALGERIA, GIBRALTAR &c.	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	On 1st Jan. at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	E. F. F. FERDINAND	Ger. str.	—	Matovich	SANDER, WIELER & Co.	To-day, A.M.
NEW YORK	ALBION	Ger. str.	—	Petersen	—	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAJURA	Am. str.	—	—	SHEWAN TOMES & Co.	About 8th January.
NEW YORK VIA PORTS & SUEZ CANAL	ERROLL	Brit. str.	—	—	STANDARD OIL CO.	About 17th January.
BALTIMORE & NEW YORK	JESERIC	Am. str.	—	Thompson	ARNOLD, KARBURG & Co.	About 25th January.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 16th Jan. at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 29th Jan. at Noon.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KUMERIC	Am. str.	1 m.	Cowley	DODWELL & Co., Ltd.	On 28th January.
SALINA CRUZ, MEXICO, VIA JAPAN PORTS, &c.	KATHARINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	To-day, at Noon.
AUSTRALIAN PORTS VIA MANILA	MARIE	Brit. str.	1 m.	G. C. Christiansen	CHINA COMMERCIAL S.S. Co.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 4th Jan. at Noon.
JAPAN	CHINKO	Brit. str.	1 m.	J. Minzen	MELCHERS & Co.	On 5th Jan. at Noon.
TSINGTAO, WEIHAIWEI & CHEFOO	TIBODAS	Dut. str.	—	W. B. Brown	BUTTERFIELD & SWIRE	On 5th Jan. at Noon.
TSINGTAO, SHANGHAI & CHINKIANG	ORIONSHING	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA KOBE & MOJI	KOWLOON	Ger. str.	k.w.	T. Stehr	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI	FOOSHING	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOSHOW	FOOSHING	Brit. str.	—	T. Arthur	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI	SHOSU MARU	Jap. str.	—	M. Nemoto	OSAKA SHOSUN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	YOCOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	KIUKIANG	Brit. str.	1 m.	H. A. Wayell	BUTTERFIELD & SWIRE	On 3rd Jan. at 4 P.M.
SHANGHAI	HANGSHANG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	On 2nd Jan. at Noon.
SHANGHAI	ZIETEN	Ger. str.	—	F. Proesch	MELCHERS & Co.	About 3rd January.
SHANGHAI	SIXIANG	Ger. str.	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 4th January.
SHANGHAI	SAXONIA	Ger. str.	k.w.	C. R. Longden, R.N.R.	HAMBURG-AMERIKA LINIE	On 5th January.
SHANGHAI	PALAWAY	Dut. str.	—	—	MELCHERS & Co.	About 5th January.
SHANGHAI	PETRONIA	Brit. str.	—	A. E. Hodgins	DOUGLAS LAPELLE & Co.	To-morrow, at 10 A.M.
SHANGHAI	HAICHING	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
SHANGHAI	KWITANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI	TEAN	Brit. str.	1 m.	A. Sommerville	BUTTERFIELD & SWIRE	On 3rd Jan. at 4 P.M.
SHANGHAI	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 7th Jan. at 4 P.M.
SHANGHAI	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 4th January.
SHANGHAI	TAMING	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th Jan. at 4 P.M.
SHANGHAI	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 10th Jan. at 4 P.M.
SHANGHAI	ZAFIRO	Brit. str.	1 m.	R. Rodger	SHEWAN, TOMES & Co.	On 11th January.
SHANGHAI	KAIFONG	Brit. str.	1 m.	Marhies	BUTTERFIELD & SWIRE	On 3rd Jan. at 4 P.M.
SHANGHAI	BORNEO	Brit. str.	1 m.	G. H. Fennel	BUTTERFIELD & SWIRE	On 15th Jan. at 4 P.M.
SHANGHAI	KUANG	Brit. str.	—	P. Sembl	MELCHERS & Co.	Middle of January.
SHANGHAI	KUANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 3 P.M.
SHANGHAI	LAISANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 7th Jan. at 3 P.M.
SHANGHAI	TIPIANAS	Dut. str.	—	Paeder	JAVA-CHINA JAPAN LYN	About 6th January.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 4th January, 1908.
ZAFIRO	2540	R. Rodger	Manila	On 11th January, 1908.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.

Hongkong, 3rd December, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ
 CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRAPURA" ... About 8th January, 1908.

For freight and further information apply to

SHEWAN TOMES & CO.,
 GENERAL AGENTS.

Hongkong, 24th December, 1907.

CANADIAN PACIFIC RAILWAY
 COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.
 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVES HONGKONG	ARRIVES VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 20th Jan.	22nd Febr.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 18th Febr.	2nd March
"EMPRESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPRESS OF INDIA"	6,000	THURSDAY, 8th April	27th April
"MONTEAGLE"	6,163	WEDNESDAY, 22nd April	16th May

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York £71.10
 Intermediate or Steamer ... £40. ... £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Roster, Handbooks, Rates of Freight and Passage, apply to D.W. GRADDOCK, General Traffic Agent for China, Corner Pender Street and Prays, opposite Blake Pier.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	Cowley	On 28th January, 1908.
SHAWMUT	9,606	E. V. Roberts	On 21st February, 1908.
TREMONT	9,606	T. W. Garlick	On 17th March, 1908.
SUVERIC	6,232	W. Shotton	On 8th April, 1908.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
 CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.

Hongkong, 12th December, 1907.

HAMBURG-AMERIKA LINIE
 PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest standard of sea travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "STILLESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

* RHENANIA ... 22nd Jan., 1908

* HOHENSTAUFEN ... 22nd Febr., 1908

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN,

SUEZ, PORT SAID, MARSEILLES,

PLYMOUTH HAVRE, & HAMBURG.

* SCANDIA ... 9th Jan., 1908

* HABSBURG ... 30th Jan., 1908

* RHENANIA ... 26th Febr., 1908

* HOHENSTAUFEN ... 26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:

* STILLESIA ... FOR SHANGHAI ... 4th Jan., 08

* SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 5th Jan., 08

* HABSBURG ... FOR SHANGHAI, KOBE & YOKOHAMA ... 17th Jan., 08

* RHENANIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22nd Jan., 08

* BRASILIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 22d Febr., 08

NEXT SAILINGS HOMEWARD:

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,

LISBON, ORENTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the

LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS,

Also via Aden or Port Said by the "ARABIC PERMAN SERVICE" to Arabian and

Perman Gulf Ports.

* SCANDIA ... MARSEILLES, HAVRE & HAMBURG ... 9th Jan. 08

* ARAGONIA ... HAVRE & HAMBURG ... 10th Jan. 08

* DOSTMUND ... ANTWERP, ROTTERDAM & HAMBURG ... 18th Jan. 08

* VANDALIA ... HAVRE & HAMBURG ... 18th Jan. 08

* HABSBURG ... MARSEILLES, PLYMOUTH HAVRE & HAMBURG ... 18th Jan. 08

* C. F. F. LARSEN ... ROTTERDAM & HAMBURG ... 4th Febr. 08

* SAXONIA ... HAVRE & HAMBURG ... 14th Febr. 0

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA Capt. H. S. Bradshaw	About 1st Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE, PALAWAN and YOKOHAMA Capt. C. R. Longden, R.N.R.	About 5th Jan.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 30th December, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and PAKHOI MANILA SHANGHAI	“KWEIYANG” “TEAN” “YCHOOW”	On 31st Dec., D'light On 31st Dec., 4 P.M. On 31st Dec., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCE- STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	“TAIYUAN” “KIUKIANG” “KALFONG” “TAMING” “CHINGTU” “SUNGKIANG”	On 31st Dec., 4 P.M. On 3rd Jan., 4 P.M. On 3rd Jan., 4 P.M. On 7th Jan., 4 P.M. On 9th Jan., 4 P.M. On 16th Jan., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Tables, and a fully qualified surgeon on board.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—
Hongkong, 30th December, 1907.BUTTERFIELD & SWIRE,
AGENTS.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	“YOROK” Capt. J. RANDELMANN	Wed'ay, 1st Jan., at NOON.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	“ZIETEN” Capt. F. PROSOR	About Friday, 3rd January.
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY & MELBOURNE	“MANILA” Capt. MINSSEN	Saturday, 4th Jan., at NOON.
KUDAT and SANDAKAN	“BORNEO” Capt. F. SEMBELL	Middle of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 28th December, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI via SWATOW, AMOY and FOCHOW	“SHOSHU MARU” Capt. M. NEMOTO	TUESDAY, 31st Dec., at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

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EAST ASIATIC CO., LD., COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD., GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	“PETRONIA”	On 10th January.
MARSEILLES, HAVRE, and COPENHAGEN	“SIAM”	Middle of January.

For Further Particulars, apply to
Hongkong, 28th December, 1907.MELOHRS & CO.,
AGENTS.

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JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS...	JAVA	Second half of Dec.	JAVA PORTS	First half of Jan.
TJIMAH...	JAPAN	First half of Jan.	JAVA PORTS	First half of Jan.
TJIBODAS...	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIKINI...	JAPAN	First half of Jan.	JAVA PORTS	Second half of Jan.
TJILATJAP...	JAPAN	Second half of Jan.	JAVA PORTS	Second half of Jan.
TJILIWONG...	JAVA	First half of Febr.	JAPAN	First half of Febr.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.
York Buildings, 1st Floor.
Hongkong, 28th December, 1907.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI, YOKOHAMA, KOBE & MOJI	“FOOKSANG”	Monday, 30th Dec., Noon.
† SINGAPORE, PENANG & CALCUTTA	“CHEONGSHING”	Monday, 30th Dec., 4 P.M.
† SHANGHAI	“POOSHING”	Tuesday, 31st Dec., D'light.
† SINGAPORE, PENANG & CALCUTTA	“KUTSANG”	Tuesday, 31st Dec., 3 P.M.
† SHANGHAI	“HANGSANG”	Thursday, 2nd Jan., Noon.
† MANILA	“LOONGSANG”	Friday, 3rd Jan., 4 P.M.
† SINGAPORE, PENANG & CALCUTTA	“LAISANG”	Friday, 7th Jan., 3 P.M.
† MANILA	“YUENSANG”	Friday, 10th Jan., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.
Hongkong to Singapore 1st Class, Single \$ 85. Return \$100.
Penang “ “ “ 85. “ 130.
Calcutta “ “ “ 165. “ 250.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 27th December, 1907.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.
FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—
16, DES VOEUX ROAD,
HONGKONG.Japan Office:—
14, WATER STREET
YOKOHAMA.

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENT—
in CHINA AND JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPS PORTS every fortnight
apply to

DODWELL & CO., LIMITED
General Agents for China and Japan
Hongkong, 4th August, 1898.

NOTICES TO CONSIGNEES

THE EAST ASIATIC COMPANY,
LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

“SIAM,”
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
TO DAY, the 23rd inst., at NOON.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th inst., at 9.30 A.M.

All Claims must reach us before the 3rd
Jan., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
undersigned.

THE EAST ASIATIC CO., LD.
MELCHERS & Co.,
Agents.

Hongkong, 23rd December, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

“ARCADIA,”
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at THEIR RISK in the
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
Kowloon, where each consignment will be
examined and sorted out by Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. “Victoria.”
From Persian Gulf ex B. I. S. N. &
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 2nd Jan., at
4 P.M., will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th December, 1907.

ON SALE.

BOUND VOLUMES OF THE HONGKONG
WEEKLY PRESS, January to June
1907. With Index. Price \$7.50.On sale at the “HONGKONG DAILY PRESS”
Office.
Hongkong, 26th July 1907.

NOTICES TO CONSIGNEES

“SHIRE” LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
STRAITS.

THE Steamship

“CARNARVONSHIRE,”
Capt. G. W. Jackson, having arrived from the
above Ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st Jan., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 31st inst.,
at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 25th December, 1907.

FROM HAMBURG, LISBON AND PORTS
OF CALL.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

“HABSBURG,”
Captain Filler, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned and to take immediate delivery of
their Goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st Jan., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 25th December, 1907.

S.S. “SALAZIE,”
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London
ex s.s. “Duro” and “Jordan,” from
Bordeaux ex s.s. “Vile de Bordeaux,” from
Valtry ex s.s. “Niger” in connection
with the above Steamer are hereby in-
formed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risks into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Co., Ltd., at Kowloon, whence delivery
may be obtained immediately after landing.

Optional Cargo will be forwarded on mess
information is received from the Consignees
before NOON, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
THURSDAY, the 2nd Jan., at NOON, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 2nd Jan., or they will not be recognised.

All damaged packages will be examined on
THURSDAY, the 2nd Jan., at 3 P.M.

No Fire Insurance has been effected.

J. MILLIT,
Agent.

Hongkong, 25th December, 1907.

“BEN” LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. “BENVOILICH,”
FROM LEITH, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Ltd., whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd Jan., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 10th
Jan., or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd Jan., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th December, 1907.

HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

“C. FERD. LAEISZ,”
Captain Wagner, having arrived Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the
Undersigned, and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TODAY.

Any Cargo impeding her discharge will be
landed into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods
remaining undelivered after the 3rd Jan.,
will be subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd Jan., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,
Hongkong Office.

Hongkong, 24th December, 1907.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,309,
Capt. Ferdinand Bublly, Northern Waters
FRANCE.

Allouette, river gunboat, Lieut. Millet, Cochinchina

Argus, gunboat, 123 tons, guns, 500 h.p.,
Lieut. Jessel, Canton

Caronde, gunboat, Lieut. Kerchoal, Saigon

Dedide, gunboat 545 tons, 10 guns, 1,000 h.p.,
Lieut. Comdr. Y. East, HaiphongD'Entrecasteaux, French cruiser, 8,000, Capt.
Tracon, Shanghai

Esturgeon, submarine, Saigon

Henri Riviere, gunboat, Lieut. Fortier,
HaiphongJaquin, river gunboat, Lieut. Le Corolle
Annam-Tonkin, reserveJaveline, destroyer, 330 tons, 7 guns, 300 h.p.
Lieut. Sagos-Duvauroux, SaigonKerich, gunboat 1350 tons, 6 guns, 2300 h.p.,
Comdr. Simon, Saigon

Lynx, submarine, Lieut. Ambroster, Saigon

Montcalm, cruiser (Flagship of Vice-Admiral
Richard, Commander in Chief), 9700 tons
12 guns, 1,610 h.p., Capt. MartelMousquet, destroyer, Lieut. Duhamin, Baie
d'Along

Olry, gunboat, Lieut. Grollier, Yangtze

Peiho, gunboat, Lieut. Marohant, Tongha

Ferie submarine, Saigon

Fistole, destroyer, Lieut. de Roinach Werth,
Baie d'Along

Protos, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 331 tons, Lieut. Vincent de
Brichignac, SaigonRedoubtable, battleship, (in reserve) 9347 tons,
8 guns, 671 h.p., Rear Admiral de
Marolles, SaigonSabre, destroyer, 330 tons, Lieut. Mallier,
Styx, armoured gunboat, 1793 tons, 10 guns,
1700 h.p. Dne, “aigun”Surprise, gunboat, 623 tons, 2 guns, 300 h.p.,
Lieut. Roque, Haiphong

Tahiti, gunboat, Yangtze

Takou, destroyer, Com. Turquem, Saigon

Vauban, torpedo-boat (reserve), 6150 tons, 23
guns, 4500 h.p., HongayVigilant, gunboat, 123 tons, 7 guns, 500 h.p.,
Lieut. Brugnon, Canton

GERMAN.

Furst Bismarck (flagship), 11,000 tons, 36 guns,
14,000 h.p., Komte-Admiral Bening,
TaishanIlia, gunboat, 1000 tons, 10 guns, 1300 h.p.,
Captain KiselJaguar, gunboat, 901 tons, 19 guns, 1330 h.p.,
Commander Klobb, YangtzeLeipzig, cruiser, Commandant von Rothkeoh
PaulsenLuch, gunboat 850 tons, 10 guns, 1344 h.p.,
Commander Hartog

Nioba, cruiser, Commander Witschel

Thetis, cruiser, 2680 tons, 24 guns, 8100 h.p.,
Captain GlatzelTiger, gunboat, 900 tons, 10 guns, 1370 h.p.,
Commander V. AbekenTeisigau, gunboat, 173 tons, 5 guns, 1310 h.p.,
Lieut. BremerVaterland, gunboat, —tons, 3 guns, 500 h.p.,
Lieut. de Spessert

ITALIAN.

Venavio, cruiser, 2145 tons, Baron de Saint
Piero, Shanghai

PORTUGUESE.

